City of Battle Ground

Community Development Department
109 SW 1st Street, Suite 127, Battle Ground, WA 98604
(360) 342-5047

Staff Report and Recommendation to the Hearings Examiner

Project Name: Woodin Creek Station (PR 26:2020)

Report Date: April 29, 2021

Hearing Date: May 6, 2021 @ 3:00 p.m. via Zoom Meetings

Proposal: The applicant is proposing a seven-phase residential development including 200 single-family detached residences, 128 single-family attached residences, 1 live/work unit, and a 180-unit apartment complex on a 64.97-acre site. Access to the development will be from the creation of a new intersection at SR 503 with the proposed SW 34th Street. Access is also provided from SW 9th Ave to the north and NE 122nd Ave to the south. Additional site improvements include public road and pedestrian access improvements, stormwater facilities, and open spaces to protect critical areas.

Location: 18717 NE 122nd Avenue | Parcel #: 194048000, 194049000, 194050000

Owner:
Woodin Creek Property, LLC
5701 Buena Vista Dr.
Vancouver, WA 98661

Applicant:
Hurley Development
275 W 3rd Street, Suite 300
Vancouver, WA 98660

Consultant:
PLS Engineering
Attn: Travis Johnson
604 W Evergreen Blvd.
Vancouver, WA 98660

Staff:
Emily Lutz, Planning Supervisor
Ryan Jeynes, P.E., City Engineer
Chris Drone, Fire Marshal and Building Official

SEPA: Recommending a Final Determination of Mitigated Non-significance (MDNS)

Recommendation: **Preliminary Approval** subject to conditions listed at the conclusion of this report.

Emily Lutz — April 29, 2021

Emily Lutz **Date**
Planning Supervisor

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A. BACKGROUND

A. General Site Information

Size of Site:	Approximately 64.92 acres
Existing Vegetation:	Various trees, grass, shrubs, and Woodin Creek
Existing Structures:	Single family home
Adjacent Zoning:	Mixed use residential (MU-R) to the north, mixed use residential and Clark County residential (1-5) to the east, Clark County residential (1-5) zoning to the south, and residential 7 units per acre to the west.
Topography:	Severe erosion hazard area.
Wetlands:	Wetlands are on site.
Flood Plain:	500-year flood area, floodway, and floodway fringe for parcel 194050000; outside flood area other parcels.
Archaeology:	High and Moderate-High Probability
Access Roads:	Access to the development will be from the creation of a new intersection at SR 503 with the proposed SW 34th Street. Access is also provided from SW 9th Ave to the north and NE 122nd Ave to the south.

B. Land Use Processing

Date Application Submitted:	January 27, 2021
Counter Complete:	February 2, 2021
Technically Complete	March 1, 2021
Notice of Application:	March 10, 2021
Site Posted:	March 10, 2021
Reflector Publication:	March 10, 2021
Staff Report Issuance:	November 6, 2019
Public Hearing:	May 6, 2021
Decision:	To be issued after the public hearing

Figure 1. Location

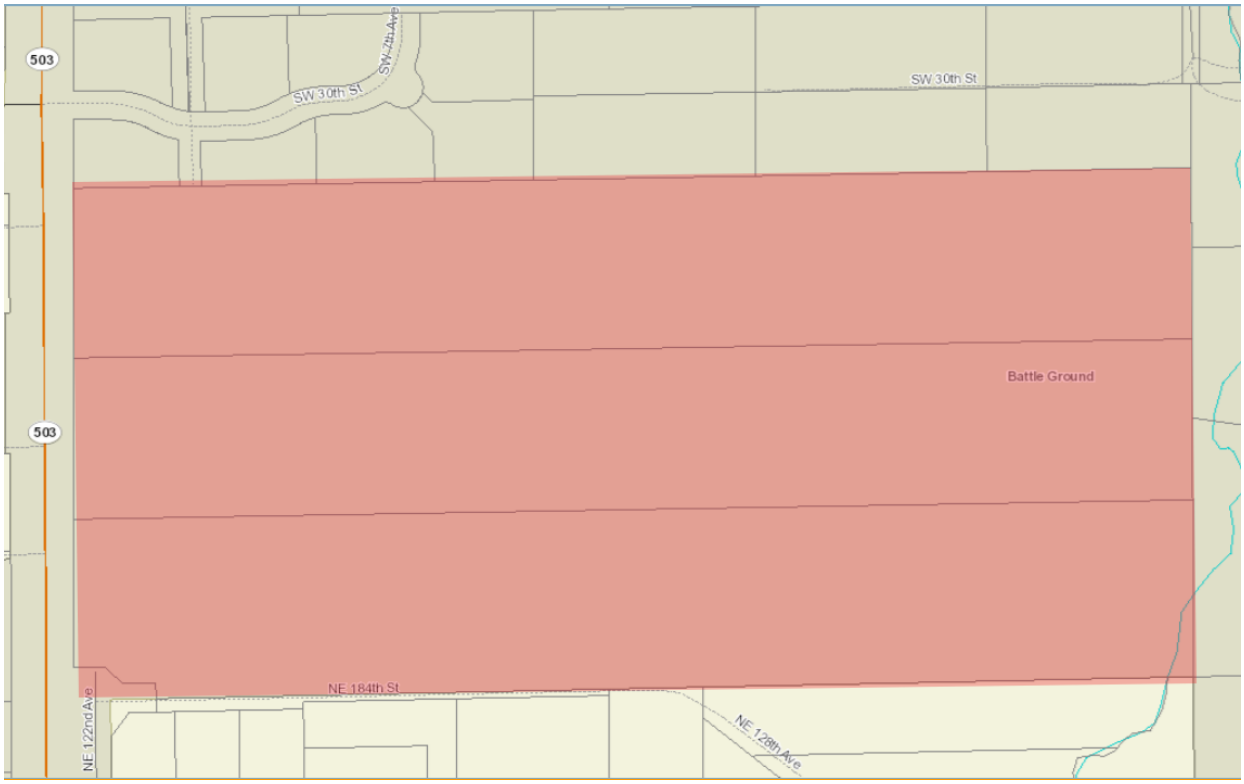


Figure 2. Site – 2020 Imagery



II. APPLICABLE REGULATIONS/ANALYSIS

A. Battle Ground Municipal Code (BGMC)

1.	Title 12 Streets and Sidewalks
12.116 Transportation Standards	**Compliance:** Conditionally

Finding: The proposed 200-single-family residences, 180 multi-family residences, 128-attached residences, and 1-live/work residence, is located on a parcel east of SR 503 and south of SW 30th Street, and north of NE 184th Street. Access to the development will be from the creation of a new intersection at SR 503 and the proposed SW 34th Street, the extension of SW 9th Avenue off SW 30th Street (NE 189th Street) and from SW 35th Street at NE 122nd Avenue.

The applicant is showing several new public streets to be constructed with this development. SW 31st Street, SW 34th Street, and SW 6th Avenue shall be constructed to "Neighborhood Collector" standards. SW 32nd Street, SW 33rd Street, SW 33rd Way, SW 34th Way, SW 1st Place, SW 2nd Place, SW 5th Avenue, SW 6th Avenue (between SW 34th Street and SW 35th Street), SW 7th Place and SW 8th Avenue shall be built to "Local 'A'" standards.

South Parkway Avenue shall be constructed to "Major Collector Option 1" half-width standards along the eastern property line, that includes a 34-foot right-of-way, 25-feet of roadway, 4-foot landscape strip and 5-foot sidewalk. The applicant's engineer submitted a road modification; see below for more information.

SW 35th Street shall be constructed to "Neighborhood Collector" half-width standards along the southern property line, that includes a 34-foot right-of-way, 25-feet of roadway, 4-foot landscape strip and 5-foot sidewalk. The applicant's engineer submitted a road modification; see below for more information.

Tracts "G", "I", "Q" and "R" shall be privately owned and maintained and constructed to Local "A" Standards per BGMC 12.116.140 for private roads longer than 120 feet and serving 3-4 Lots. Tracts "D" and "L" shall be privately owned and maintained and constructed to Private Street Standards per BGMC 12.116.140 for streets serving 3-4 lots, 32-foot easement, 30-foot roadway.

A new intersection at SR 503 and SW 34th Street (NE 184th Street) is required per the City's Transportation System Plan (TSP). However, if Washington State Department of Transportation does not approve an access break at this location, then this requirement will be removed.

Centerline curves for all new streets shall be designed to meet the requirements of AASHTO's *A Policy on Geometric Design of Highways and Streets*, aka The Green Book. Future submittals of engineering plans shall include, but not limited to, centerline radius, curve data, and any pertinent information that shows new streets meet the design requirements.

The applicant is required to provide landscaping in the planter strips in the right-of-way. Per BGMC 12.116.050(F) the applicant shall submit a landscaping plan with the engineering plans that provides the required landscaping.

The applicant is required to submit as part of the engineering plans, per BGMC 12.116.050(G), a

driveway location plan that specifies proposed driveway curb cuts, where required, for all lots within the plat. If possible, the landscape and driveway plan should be on the same page in order to show possible conflicts.

The applicant is required to provide a signing, striping, and street lighting plan per BGMC 12.116.050(H). The plan shall be submitted with the final engineering plans. A photometric plan shall be done for all access points, intersections, frontage roads out to centerline and should include existing lights to ensure that proposed lights meet IES RP-8-00 standards. Streetlights shall be LED acorn type units for all streets.

Per BGMC 12.116.080(B), traffic-calming devices are required for all residential streets. Traffic calming requirements for this subdivision will be determined during the final engineering review process using the options shown in Figure 12.116.080(A).

BGMC 12.116.130(A)(3) requires the final plat have the following note: "The City of Battle Ground has no responsibility to improve or maintain the private streets, including streetlights and signs, contained within, or private streets providing access to, the property designed in this development."

BGMC 12.116.130(A)(5) requires a private road maintenance agreement.

12.116.130(A)(6) requires private street identification signs to be installed at the intersection with the public street.

The developer/contractor shall provide certification per BGMC 12.116.130(A)(7) that the private streets were constructed meeting the requirements of 12.116.140.

BGMC 12.116.150 requires a note on the plat stating the responsibilities of the lot owners abutting the private street to maintain the street.

The applicant's traffic engineer has indicated that 3,804 daily, 272 new a.m. peak trips and 349 new p.m. peak trips will be generated by the proposed development. Per BGMC 12.116.175(C) a new traffic study is required when there is an increase of 10 new a.m. and p.m. peak trips. A traffic study has been submitted. All four failing intersections within the City are receiving new trips; see below under the *Concurrency Management* section for more information. The Applicant's study did not address the intersection of NE 122nd Avenue and SW 40th Street (NE 179th Street). A Traffic Study addendum will need to be provided that addresses any LOS and safety issues at the intersection and the applicant will need to make any improvements recommended by the study. Additionally, the traffic study assumed that intersections through Battle Ground on SR 503 are coordinated and according WSDOT, who maintains the signals, confirmed they are not. As such, the traffic study will need to be updated to use correct values for *HCM Platoon Ratio* for non-coordinated signals along SR 503

The applicant is showing some cross-circulation streets on the preliminary drawings. BGMC 12.116.200 contains the City's cross-circulation requirements, which require connections every 500-feet. The preliminary drawings show the development being approximately 1,140-feet (north/south) by 2,493-feet (east/west) at its widest point. Based on the dimensions the preliminary drawings would have to provide, at a minimum, 4 north/south cross-circulation streets

and two east/west cross-circulation streets. The preliminary plat shows two north/south streets and three east/west streets. Engineering staff has determined that the applicant has provided all necessary cross-circulation for this portion of the development. There will also need to be a half-street along the southern property line of parcel 194050-000.

Public and private streets shall comply with sight distances per BGMC 12.116.220 and BGMC 17.135.088 unless modified through the road modification process as outlined in BGMC 12.116.290.

Driveway locations and sizes shall be per the requirements of per BGMC 12.116.243 and 12.116.246.

The applicant submitted three (3) road modifications:

1. Remove requirement to construct a "Major Collector" along the eastern property line.

   The City's Transportation System Plan shows the requirement to construct a "Major Collector" along the developing parcel's eastern property line. Within the narrative of the submittal packet, the applicant requested that this road not be required for environmental reasons: the alignment of the street would be on top of a stream as well as within sensitive critical areas. Given that natural resources will be protected, staff agrees with the applicant and approves the road modification not to construct a "Major Collector" along the eastern property line. However, the approval of the road modification comes with the requirement of dedicating the necessary ROW.

2. Remove requirement to construct a "Neighborhood Collector" along a portion of the southern property line.

   The City's Transportation System Plan shows the requirement to construct a "Neighborhood Collector" along the developing parcel's southern property line. Within the narrative of the submittal packet, the applicant requested that this road stop short of going all the way to the eastern property line as there is a steep, 50-feet drop off which would require a bridge to be constructed. In addition, the location of the bridge would potentially require it to be constructed on neighboring parcels that are not part of the proposed development. Given that topographical conditions are present and that parcels not part of the development could be impacted by bridge construction, staff agrees with the applicant and approves the road modification to stop the "Neighborhood Collector" short of going all the way to the eastern property line. However, the approval of the road modification comes with the requirement of dedicating the necessary ROW.

3. To reduce street cross section of SW 31st Street from 50 to 42-feet in the location of the creek buffer.

   BGMC 12.116.040(B)(2) requires that "Neighborhood Collector" streets have 50-feet of right-of way that consists of 32-feet of roadway surface and 4-foot landscape strip and 5-foot sidewalk on both sides of the street unless otherwise approved through the adopted road modification process. SW 31st Street is classified as a "Neighborhood Collector". Within the narrative of the submittal packet, the applicant requested the reduction for

environmental reasons: reduced impacts to the creek & riparian habitat. Given that natural resources will be protected, staff agrees with the applicant and approves the road modification to reduce the asphalt width of SW 31st Street from 32 to 24-feet within the location of the creek.

Staff received comments from the following citizens regarding transportation:

Mr. Robertson asked the following questions:

1) The applicant's traffic study does not appear to have analyzed the intersection at NE 122ndAvenue and NE 179th Street. The signal was analyzed, but not the intersection just to the east. Even if WSDOT approves the direct access to Woodin Creek, it is likely that the majority of traffic leaving the development to head south will utilize the intersection at NE 122nd Avenue/NE 179th Street. There is currently less than 100 feet of left turn storage at the signal before queueing cars will block the left turn movement to head northbound on NE 122nd Avenue. Additionally, the existing geometry of this intersection already presents a hazardous condition to left turn movements heading north to NE 122nd Avenue as they must cut across Caples directly at a 90- degree horizontal curve. Increasing the traffic at these two intersections by orders of magnitude will require improvements for safety.
2) NE 122nd Avenue is not included in the report's summary of transportation facilities on page 6. This road is understood to be a remnant of the prior state route alignment, and has no curb, sidewalk, or lighting. Additionally, the road surface is deteriorating and is exhibiting cracking and early signs of rutting. The western edge of this road provides the pedestrian path connection between the path sections in the WSDOT right-of-way to the north and south.
3) For intersection number 10 at SR-503/NE 179th Street, the growth rate used to calculate the 2025 "without project" traffic volumes appear to exceed the 2% compounded annual growth factor stated in the report. Figure 4 indicates existing PM peak hour traffic volumes of 16, 8, and 116 vehicles (left turn, through, and right turn) heading westbound into the signalized intersection. Figure 5 shows the 2025 "without project" PM peak hour traffic volumes of 49, 11, and 167 vehicles (left turn, through, and right turn). This appears to indicate "without project" background increases of 306%, 38%, and 44%.
   From a layman's perspective, it appears that these numbers are inaccurately high, and it results in a smaller perceived impact from the project. Figure 7 indicates 2025 "with project" PM peak hour traffic volumes of 75, 11, and 167 vehicles (left turn, through, and right turn). It is hard to believe that a project adding over 1,400 people will result in 0 additional through or right turns, and will only increase PM peak left turns by 53% (73/49) while the 2% "without project" background growth is stated to result in an increase of 306%. Can you please clarify if the numbers in these figures are correct, and if so, how is the vast majority of the increase due to background growth? Will the 2020 with project LOS still be a B as stated?
4) The proposed street plan indicates replacing the intersection of NE 122nd Avenue and NE 184th Street (private road) with a horizontal curve. The plan shows NE 184th Street coming into the road at a highly skewed angle on the inside of a horizontal curve. This does not appear to provide adequate sight distance in either direction, and will not properly accommodate traffic from the 58 parcels that are served by NE 184th Street. A revised design is needed that will safely accommodate NE 184th Street. The ultimate design should include an at grade intersection (concrete driveway approach) with proper sight distance and 3-way stop control if warranted.
5) The proposal as shown is dependent on WSDOT's approval of the proposed right-in/right-out access onto SR-503. If that access is not approved, the other two accesses will see significant

increase in traffic volumes and decreased LOS. How will the City address a WSDOT denial within the frame of the City's subdivision approval process? Will the City require off-site improvements to NE 122nd Avenue and SW 30th to accommodate the proposed impacts, including pavement life, pedestrian accommodations, lighting, etc.? This will also worsen the left-turn issue discussed above in Item 1.

6) The traffic study indicates that the proposal will generate 3,804 daily trips. SW 34th Street is proposed as a Neighborhood Collector, which by City code is limited to under 2,000 daily trips in residential settings. It does not appear that trip distribution was provided for the development's proposed internal roads. Will the City require that the road classifications be adjusted to reflect the proposed traffic loading?
7) SW 35th Street is proposed as half-street construction without curb, sidewalk, or full pavement width on the south side of the street. The applicant's narrative indicates that the intent of the half street is to meet Battle Ground's requirement for cross circulation to the south. However, the adjacent properties to the south are in Clark County jurisdiction, are currently developed, and have access from a private road. Cross circulation is not needed for access in this instance, as access already exists. Further, the higher density housing proposed in Phase 3 will likely lead to a need for on-street parking, which would not be allowed on the south side of the street if constructed as a half-street. Will the City require the develop to construct SW 35th as a full and permanent street section, or at least provide a curb to eliminate parking off the shoulder?
8) From the preliminary plans, it appears that the proposed SW 35th Street will run parallel to NE 184th Street for almost 1,200 lineal feet at a proposed separation of only 4'-6' between adjacent edges of pavement. This is a unique situation that presents several issues:
    a. There will not be sufficient room for drainage between the two roads. NE 184th Street is a crowned roadway with existing sheet flow/undefined drainage on the north half. How will the City/applicant ensure that the roadway will continue to drain properly?
    b. A potentially dangerous condition will exist where a car traveling westbound on NE 184th Street will have to drive in-between two oncoming cars, one on its left and one on its right. The eastbound car on SW 35th Street will not have any barrier between their lane and the westbound NE 184th Street lane, and when drivers are inattentive the crown of the roads will lead to the cars drifting toward each other rather than away.
    c. There are several mature trees (more than one dozen) adjacent to the existing roadway that provide desirable screening between the existing residences and the proposed project. Is there any way that these trees can be retained?
    d. There is a concern that the close proximity of these roads will lead to residents of Woodin Creek parking on NE 184th Street. The road is narrow and does not have sufficient width to accommodate parking. We respectfully request that the City require a 6' black vinyl coated chain link fence with black slats along the south property line terminating at the Elerding property) in order to eliminate the potential for parking along NE 184th Street. We are specifically proposing this type of fence in order to achieve the highest longevity and lowest maintenance cost. A wood fence that is not along someone's back yard would likely fall into disrepair much sooner than vinyl coated chain link (vinyl coated because of the adjacent critical areas).
9) As mentioned above in Item 2, NE 122nd Avenue is a remnant of the old state highway, and it provides the pedestrian connection for the section from NE 184th Street to NE 179th Street We are concerned that Woodin Creek residents or guests will park on NE 122nd Avenue and block the pedestrian connection. Will the City request that no parking signs be installed on NE 122nd Street, or require that a pedestrian pathway be delineated with striping or other means?
10) There is a concern that the project will utilize NE 184th Street for construction, which will significantly impact the remaining life of the road section. Also, a contractor used NE 122nd

Avenue for a recent project on SR-503, which resulted in about a half-dozen tire punctures for our residents. Will the City condition the project to not use NE 184th Street for construction access, and to not use NE 122nd Avenue for staging?

11) The applicant has requested a road modification to end the southern east-west Neighborhood Collector at the top of slope before Woodin Creek. As part of the justification for this request, the applicant states that the neighborhood collector has been designed to provide for an alternate extension and crossing of Woodin Creek by allowing a future tie-in to NE 184th Street. This would involve the City of Battle Ground obtaining right-of-way and taking over our existing private street. Since the street does not meet standards for horizontal or vertical alignments, pedestrian facilities, street lighting, or drainage, it is assumed that the take-over would require significant improvements and impact to the surrounding properties. As a point-of-information, Clark County and Clark Public Utilities have spent the last several years performing a wetland improvements project at the crossing of NE 184th Street and Woodin Creek. We feel that it is the developer's burden to meet the City's street design standards, and the proposed alternative to push that burden into our private neighborhood will negatively impact our properties and permanently change the nature of our neighborhood. Everyone south of NE 184th Street lives in unincorporated Clark County, and as such we have an expectation and right to avoid the noise, traffic, density, and other results of full urban living. Will the City state that the proposed alternate to push the Neighborhood Collector onto our private road is not acceptable, regardless of approval or denial of the road modification request?

Responses to citizen comments:

1) As mentioned above, the traffic study will need to be revised to include an analysis of the intersection. Any improvements recommended by the revised study will need to be constructed with the development.
2) The City cannot require the construction of any infrastructure on property not owned by the developer. Maintaining public streets is the responsibility of the City through its Pavement Preservation Program. NE 122nd Avenue's condition can be assessed through that program.
3) The numbers in Figure 5, "2025 Without Project" are correct. As an example, the existing count for the pm westbound left movement is 16; using a 2% compounded annual growth rate for 7 years (2019-2025) the future movement is 18.38, let us say 18; add in the In-Process movement of 31; add 18 to 31 one gets 49, which is shown, in Figure 5. The overall growth rate would indeed be 306%. However, that includes a growth rate plus in-process trips. Regarding Figure 7, "2025 With Project", the number shown for westbound of 75 is correct; 49 from Figure 5 plus 26 from Figure 6, "Trip Distribution and Assignment". The large increase of westbound movements are attributed to a proposed gas station to be located at the SE corner of this intersection. As this proposed project has not expired per BGMC 17.143.090, the in-process trips from this development are still applicable. If one removes this project from the in-process trips there is not an increase of growth at this intersection. It appears that the intersection will have a LOS of B for pm peak movements in 2025.
4) This intersection will be reviewed during the engineering review process.
5) As mentioned above should WSDOT not allow the right-in/right-out of SR 503 and SW 34th Street, then the requirement for the intersection would be removed. The City cannot require the construction of any infrastructure on property not owned by the developer.
6) No, the streets will not be re-classified/adjusted. Not all of the daily trips generated by the development will come/go at the exact same time nor use the same street. The

development has provided several internal streets as well as a couple streets that provide ingress/egress to the development of which will be used to distribute the vehicle traffic.

7) Per BBMC 12.116.160, half-street improvements are allowed for street where to be located adjacent to abutting properties. Full street improvements will not be required for this project. However, a curb, permanent or temporary, will be required in order to contain stormwater runoff generated by the street.
8)
    a. The applicant/developer will be required to meet City code and State laws associated with stormwater. The confirmation will be through the engineering review process.
    b. Through the engineering review process, any necessary/required pavement markings or signage will be assessed at that time.
    c. As the City does not have a tree ordinance, we the City cannot require the trees to be retained nor cut down. That decision is up to the developer.
    d. The City can work with the developer to see if the fence can be installed. But as NE 184th Street is private those that park there would is essence be trespassing, which would lead to an enforcement issue.
9) As the pedestrian path is WSDOT's, a conversation will need to occur to see what improvements they will do or require.
10) They will need to stage onsite. No, the City will not condition the developer to avoid the public portion of NE 184th Street. The contractor will require meeting all City construction requirements regarding construction access.
11) Yes, the applicant did submit road modifications; see Transportation Standards section for more information. The City's Transportation System Plan does require an east-west street between SR 503 and SE Grace Avenue. What is shown is reasonable given the environmental and topographical constraints. However, if the area mentioned in the alternate plan be annexed and developed and there is not the through street from SR 503 to SE Grace Avenue, then at that time there can be discussions on making the through street requirement.

12.118 Construction in Public Right-of-Way	**Compliance:** Conditionally

Finding: The proposed development will be doing construction type work within the City's Right-Of-Way.

Per BGMC 12.118.020, any type of construction, alteration, maintenance, or repair shall not occur within City Right-Of-Way (ROW) or easement without a written permit.

Any construction activity within the City Right-Of-Way shall require a traffic control plan per BGMC 12.118.060(C). The traffic control plan shall be submitted for review and approval prior to the commencement of construction.

Per BGMC 12.118.110, a surety bond or other approved surety is required when work will be within the City's ROW or within an easement. Said bond shall meet the monetary requirements of this code section and shall cover all work associated with the construction, alteration, maintenance, or repair of any infrastructure within the City's Right-Of-Way or easement.

A Certificate of Liability Insurance, with the required thresholds, shall be submitted per BGMC 12.118.120 when construction activities occur within the City's ROW or in an easement.

12.120 Concurrency Management	**Compliance:** Conditionally

Finding: Per BGMC 12.120.050(B) the subject development is not exempt from Concurrency.

The City has four intersections in concurrency failure: SW Eaton Boulevard & SR 503 (during the p.m. peak); SW Eaton Boulevard & SW 20th Avenue (during the p.m. peak); NW Onsdorff Boulevard & SR 503 (during the a.m. peak) and East Main Street & Grace Avenue (during the p.m. peak).

Mitigation measures are as follows:

- SW Eaton Boulevard & SR 503: include addition of a 100-foot eastbound right turn lane and a second westbound left turn lane;
- SW Eaton Boulevard & SR 503: include addition of a second southbound left turn lane and receiving lane on SW Eaton Boulevard;
- SW Eaton Boulevard & SW 20th Avenue: construction of northbound, southbound, and westbound left-turn lanes and traffic signal;
- NW Onsdorff Boulevard & SR 503: the addition of a second southbound through lane at the intersection;
- East Main Street & Grace Avenue: a traffic signal and realignment of intersection.

Consistent with State law, "Concurrent" is defined in BGMC 12.120.030 as (A) that there is the existing capacity in the affected intersection to accommodate the projected transportation impacts of a proposed development, or (B) transportation system improvements, strategies, or other mitigation measures which will achieve or maintain an operating level at or above the applicable level of service for the intersection is (1) planned, funded, and scheduled for completion no later than six years after development approval as reflected in the Six-Tear TIP, or (2) will be available and complete no later than six years after development approval, as provided with a voluntary financial commitment (where appropriate) that is in place at development approval. Based on the applicant's traffic study the Development does not meet (A). In order to meet concurrency via (B) the City has come up with 2 possible strategies as follows:

1. The applicant can construct the aforementioned mitigation measures for the failing intersections to meet concurrency requirements.
2. The applicant can pay a proportionate share of the costs to construct the aforementioned mitigation measures. Proportionate share, on a per trip basis, would be based upon the cost to do the mitigation measure divided by the number of trips created over the next six-year time frame. The number of trips generated by the proposed development going to the intersections during the failing peak period would be multiplied by the per trip cost to generate the proportionate share of construction cost. The mitigation fees are as follows:

Intersection	Failure	AM Site Trips	PM Site Trips	Proportionate Mitigation Share per Trip	Mitigation Cost per Intersection
SR 503 & NW Onsdorff Boulevard	AM	11	n/a	$4,576.23	$50,338.53
Grace Avenue & E Main Street	PM	n/a	11	$1,721.77	$18,939.47
SR 503 & SW Eaton Boulevard*	PM	n/a	133	$1,533.33	$203,932.89
SR 503 & SW Eaton Boulevard**	PM	n/a	133	$1,463.61	$194,660.13

	SW 20th Avenue & SW Eaton Boulevard	PM	n/a	45	$2,291.40	$103,113.00

*100-foot eastbound right turn lane and a second westbound left turn lane
** second southbound left turn lane

One of these strategies will need to be completed prior to final plat.

2.	Title 13 Water and Sewer

13.110/112 Water Service and Water Use Regulations | **Compliance:** Conditionally

Finding: Potable water will be required for this project. The City of Battle Ground is the public water purveyor for properties within the city limits. However, this development is within Clark Public Utilities (CPU) service boundary. Therefore, the development shall meet the requirements of CPU for water approval.

The applicant shall show CPU approval for water design prior to receiving engineering approval from the City of Battle Ground.

13.120 Sewer System - Connection | **Compliance:** Conditionally

Finding: Sewer service is required for this project. The City of Battle Ground is the public sanitary sewer purveyor for properties within City limits.

Although capacity for sewer is available at this time, the City does not guarantee or set aside of service capacity with this preliminary approval, as it is the city's policy that service commitment occurs when it is paid for at the time building permits are issued.

The proposed site is located within Basins COM-01 and COM-02 of the City's Sewer Master Plan.

Sewer Connection

1. Sewer connection would be made to the South end of the purposed 503 Battle Ground Project.
2. With the completion of purposed 503 Battle Ground Project, construction of FE-7, and part of FE-6 will be required. Without the completion of purposed 503 Battle Ground project, construction of FE-7, FE-6, and a portion of FE-5 will be required.
3. City Collection improvements are creditable, FE-7 is creditable to 3.38%, FE-6 is creditable to 16.67%, and FE-5 is creditable to 33.39%.
4. Multi-family and commercial buildings require a 6-inch lateral.
5. Single-family residences require a 4-inch lateral.

Per BGMC 13.120.020(B), sewer lines shall be located within the City' ROW where feasible. Lines located outside the City ROW shall be privately owned and maintained unless accepted by City Engineer. Easements shall be provided for City maintained sanitary sewer lines constructed outside City right-of-way per BGMC 13.120.070.

Per BGMC 13.137.280(A) a sampling manhole for monitoring and testing is required for commercial and industrial type uses. The proposed development will have one commercial site; therefore, engineering staff has determined that this site would need to meet this requirement. The building

lateral will require a monitoring manhole. All monitoring manholes require a 15-foot sewer easement for inspection.

Sanitary sewer lines throughout the proposed subdivision shall be a minimum of 8-inches and extend to extreme property lines.

Per BGMC 13.120.020(B), sewer lines shall be located within the City's ROW where feasible. Lines located outside the City ROW shall be privately owned and maintained unless accepted by the City Engineer.

Easements shall be provided for City maintained sanitary sewer lines constructed outside City right-of-way per BGMC 13.120.070.

Any onsite septic systems shall be decommissioned per Southwest Washington Health District specifications.

It should be noted that final engineering plans pertaining to sanitary sewer service for the proposed project shall be submitted for staff review and approval prior to building permit issuance. Final engineering plans shall be prepared and stamped by a professional engineer registered in the State of Washington.

All necessary easements shall be conditioned as part of the final plat.

3.	Title 15 Building and Construction/Fire
General	**Compliance:** Conditionally

Finding: The City of Battle Ground has adopted by reference the 2018 International Building Code (IBC), International Residential Code (IRC), International Mechanical Code (IMC), International Fuel Gas Code (IFGC), Uniform Plumbing Code (UPC), Washington State Energy Code (WSEC) and International Fire Code (IFC). All building permit applications will be reviewed based on those codes.

The following separate permits may be required:

- Commercial building permit (City of Battle Ground)
- Plumbing permit (City of Battle Ground)
- Mechanical permit (City of Battle Ground)
- Electrical (Washington State Department of Labor and Industries)
- Fire sprinkler permit (City of Battle Ground)
- Fire alarm permit (City of Battle Ground)
- Irrigation (City of Battle Ground)

All permits must be secured prior to any construction and all applicable impact and permit fees shall be paid prior to the issuance of the permits. In accordance with IBC 107.3.4 and per RCW 18.08, an Architect shall act as the design professional in responsible charge and shall be responsible for reviewing and coordinating the submittal documents.

Type of Construction / Fire Separation	**Compliance:** Conditionally
Finding: If townhomes are to be constructed, fire rated construction shall be required in accordance with 2018 IRC 302.2.	
15.105.090 Fire Access Road Requirements	**Compliance:** Conditionally

Finding: ACCESS

Approved fire apparatus access roads shall be provided in accordance with IFC 503.1.1. The fire apparatus access road shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of each building as measured by an approved route around the exterior of the building or facility.

The proposed routes through the parking lots as shown are required as a fire access lane and should be designed and maintained to provide access for fire apparatus. The fire lane shall be kept clear at all times, be a minimum 20 feet wide, and shall be marked with signs, striping, or painted curbs stating "No Parking-Fire Lane". This applies to the residential shared driveways as well.

Clearly identify the location of "No Parking – Fire Lane" signage/striping at all access roads. This includes signage at landscape islands/peninsulas, alleys, shared driveway tracts, and turnarounds (cul-de-sacs and hammerheads). Include corresponding sign details for each.

This applies to, but is not limited to, the following locations:

- Curbs at drive aisles and peninsulas for multi-family parking areas
- Both sides of all alleys
- Cul-de-sac serving east end of SW 31st St
- Both sides and end of tract G
- Hammerhead turnaround serving tract G
- Both sides and end of tract I
- Both sides and end of tract D
- Both sides and end of tract L
- Both sides of tract O
- Both sides and end of tract Q
- Both sides and end of tract R
- Both sides of half-width-streets less than 26 feet in width
- One side of half-width streets less than 32 feet in width

AERIAL FIRE APPARATUS ACCESS ROADS:
IFC D105.1 Where required.
Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width
Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

D105.3 Proximity to building.

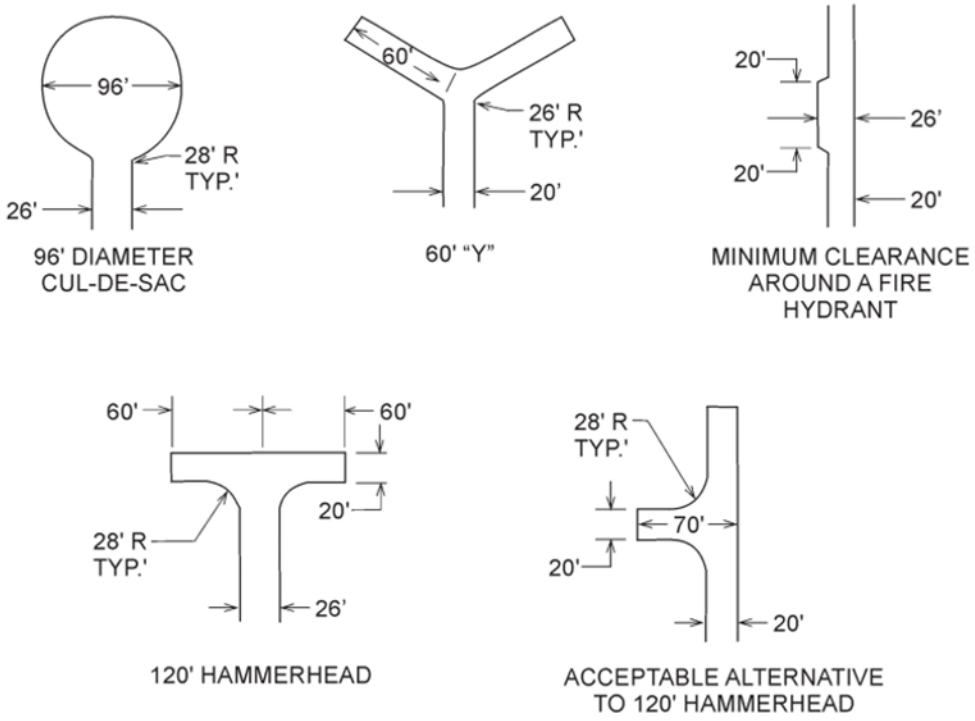
At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from each building, and shall be positioned parallel to one entire side of the building.

As submitted, the dimensional requirements stated above are not met. Clearly show the location of the required 26-foot-wide aerial fire apparatus access roads required for all of the 3-story apartment buildings.

DEAD END TURNAROUNDS:
Dead-end fire apparatus access roads in excess of 150 feet shall be provided with width and turnaround provisions in accordance with International Fire Code Table D103.4.

Approved Fire Apparatus Turn-Around Dimensions (IFC D103.1)

Dead-end fire appparatus acces roads in excess of 150 feet shall be provided with width and turnaround provisions illustrated below.



As Shown, the hammerhead serving tract G and the cul-de-sac at the east end of SW 31st Street do not meet the above dimensional requirements.

EMERGENCY ACCESS VEHICLE GATES:
Plans for gates that obstruct fire apparatus access roads shall be submitted to and approved by the building official or authorized agent prior to their installation.

Clear unobstructed minimum access width of gates shall be 20'0" on a single gated roadway when fully opened; or 15'0" on each side of a divided entry gated roadway when fully opened.

Manually operated gates shall be easily opened by a single individual without the use of any special equipment, knowledge, effort or operation. Locking devices on manually operated gates shall either be of a type and common key as approved by the building official or shall be provided with a security box containing a key capable of opening the locking device.

Power assisted, power operated or card-locked gates shall be provided with mechanisms that, in the event of a power failure, open the gate to its fully opened position. Alternatively, back-up power supply capable of operating the gate under normal circumstances and use for a period of not less than twenty-four hours shall be provided. Once the back-up power supply has been exhausted, or in the event of a simultaneous failure of both the primary and back-up power sources, the gate locking or latching mechanisms shall be opened or released.

All power assisted, power operated or card-locked gates shall be provided with an override mechanism that allows immediate access through the gate. The override mechanism may consist of a key, an override switch or other mechanism approved by the fire marshal. Such override mechanism shall be located in a security box in accordance with this subsection. Once activated, the override mechanism shall immediately open the gate to its fully open position and maintain the gate in this position until the gate is returned to its normal operating condition by deactivation of the override mechanism.

Security key boxes required by this section shall be of a type and a common key as approved by the fire marshal. Such boxes shall be located immediately adjacent to the gate in a location that is readily visible and accessible from either side of the gate.

15.105.100 Fire Hydrants	**Compliance:** Conditionally

Finding: The required fire flow for hydrants will be based off of building construction and square feet in accordance with IFC Appendix B. The number of fire hydrants required shall be one fire hydrant for the first one thousand gallons and one hydrant for each subsequent one thousand gallons per minute of required fire flow or portion thereof.

MULTI-FAMILY BUILDINGS:
Fire hydrants serving each building or portions of buildings shall have a maximum lateral spacing not to exceed three hundred feet measured along the fire apparatus access. A fire hydrant shall be located within one hundred feet of all required and approved fire department connections. No portion of the building shall be more than 600 feet from a hydrant as measured by an approved route around the exterior of the building.

SINGLE FAMILY HOMES:
Fire hydrants serving one- or two-family dwellings shall have a maximum lateral spacing of seven hundred feet with no lot or parcel in excess of five hundred feet from a fire hydrant as a condition of approval for residential subdivision or short subdivision, except that where the buildings are protected by an approved automatic sprinkler system, the spacing requirements may be modified if in the opinion of the fire marshal or authorized agent the level of fire protection is not reduced.

It appears that two of the apartment FDC's shown are greater than 100 feet from hydrants.

There appear to be many residential lots that are greater than 500 feet from a fire hydrant.

The minimum spacing of 700 feet between hydrants in the residential portion of the site does not appear to be met.

Clearly show the location of all new and existing hydrants that will be required to meet the above lateral spacing requirements.

Prior to occupancy, the applicants shall arrange for the required hydrants (new or existing) to be physically flow tested. Flow test results shall be required to be submitted to the City for review.

15.105.120/130 Fire Protection Systems	**Compliance:** Conditionally

Finding: FIRE SPRINKLER SYSTEMS:
An automatic sprinkler system shall be required in the apartment buildings in accordance with IFC 903.2.8.

The live/work unit shall be provided with an automatic sprinkler system in accordance with IFC Section 903.2.8.

Per IRC 313.1, an automatic residential sprinkler system shall be installed in buildings containing more than four attached townhomes. Automatic residential fire sprinkler systems for a townhouse unit shall be designed and installed in accordance with Section P2904 or NFPA 13D.

FIRE ALARM SYSTEMS:
A monitored fire alarm system for apartment buildings shall be required in accordance with IFC 907.2.9 and BGMC 15.105.120.

The live/work unit shall be provided with a monitored fire alarm system where required by Section 907.2.9.

FIRE DEPARTMENT CONNECTIONS:
The FDC's (fire department connection) associated with each fire sprinkler system shall be located outside the collapse zone of the structure it serves where practical. Each building that requires NFPA 13 or 13R sprinkler protection shall have its own FDC. The FDC's associated with the required sprinkler systems shall be located within 100' of a hydrant measured along an approved fire apparatus access road.

Accessibility	**Compliance:** Conditionally

Finding: MULTI-FAMILILY REQUIREMENTS:
Accessible routes are required leading from the public way and accessible parking to the main entrance of each structure. The site and all proposed structures shall meet the accessibility requirements of IBC chapter 11 and the ICC A117.1-2009 Standard for Accessible and Usable Facilities. The submittal documents should provide information showing an accessible route from the public right of way to each building entrance. Interior accessible features shall be reviewed and verified at the time building permits are applied for. Changes in elevation along the accessible route shall be made by ramps or sloped surfaces complying with IBC chapter 11 and the 2009 ICC A117.1 standard for Accessible and Usable Buildings and Facilities. The site plan submittals shall provide information showing how changes in elevation will meet the accessible route requirements (spot elevations, ramp details, etc.). For exterior accessible routes of travel, the minimum clear width shall be 44 inches.

At least one accessible route shall connect accessible building or facility entrances with the primary entrance of each Accessible unit, Type A unit and Type B unit within the building or facility and with those exterior and interior spaces and facilities that serve the units.

Clearly indicate the location of all striped exterior accessible routes of travel crossing the parking lot connecting all multi-family buildings and sidewalks.

DWELLING AND SLEEPING UNITS:
IBC 1107.6.2.2.1 TYPE A UNITS
In Group R-2 occupancies containing more than 10 dwelling units or sleeping units, at least 5 percent, but not less than one of the units shall be a Type A unit. All units on a site shall be considered to determine the total number of units and the required number of Type A units. Type A units shall be dispersed among the various classes of units, as described in Section 1107.6.

With the 180 proposed units, at least (9) dwelling units would need to be a type A accessible unit. These units are required to be distributed as evenly as possible about the site.

1107.6.2.2.2 TYPE B UNITS
Where there are four or more dwelling units or sleeping units intended to be occupied as a residence in a single structure, every dwelling unit and sleeping unit intended to be occupied as a residence shall be a Type B unit.

Exception: The number of Type B units is permitted to be reduced in accordance with Section 1107.7. This section limits this requirement to the 1st floor only if no elevator is provided.

Clearly identify the location of all type-A units on site plan.

LIVE/WORK UNIT REQUIREMENTS:
In live/work units constructed in accordance with IBC Section 419, the nonresidential portion is required to be accessible

ACCESSIBLE PARKING:
Accessible parking spaces shall be located on the shortest accessible route of travel from adjacent parking to an accessible building entrance.

Accessible parking requirements are based off the total spaces provided in parking facilities as outlined in IBC 1106.1 for commercial units and IBC 1106.2 for residential units. Per IBC 1106.5: For every six or fraction of six accessible parking spaces, at least one shall be a van-accessible parking space. In accordance with ICC A117.1-2009 Section 502.2: Van parking spaces shall be 11 feet minimum in width with a marked adjacent 5-foot wide access aisle. Exception: Van parking spaces shall be permitted to be 8 feet minimum in width where the adjacent access aisle is 8 feet minimum in width.

MULTI-FAMILY BUILDINGS:
1106.2 Groups I-1, R-1, R-2, R-3 and R-4
Accessible parking spaces shall be provided in Group I-1, R-1, R-2, R-3 and R-4 occupancies in accordance with Items 1 through 4 as applicable.

1. In Group R-2, R-3 and R-4 occupancies that are required to have Accessible, Type A or Type B dwelling units or sleeping units, at least 2 percent, but not less than one, of each type of parking space provided shall be accessible.
2. In Group I-1 and R-1 occupancies, accessible parking shall be provided in accordance with Table 1106.1.
3. Where at least one parking space is provided for each dwelling unit or sleeping unit, at least one accessible parking space shall be provided for each Accessible and Type A unit.
4. Where parking is provided within or beneath a building, accessible parking spaces shall also be provided within or beneath the building.

Indicate the location of the required (9) accessible parking spaces for the Type A unit(s) associated with the apartment buildings. One of which must be van accessible.

Indicate the location of accessible parking for Building C.

LEASING OFFICE:
Indicate the location of the (1) additional required van accessible parking space associated with the clubhouse/leasing office.

4.	Title 16 Land Divisions
16.115.040 Preliminary Plats	Compliance: Yes
Finding: The request involves subdivision and master plan; therefore, this application shall be processed as a Type III land use action.	
16.125.010. Conformance to Comprehensive Plan	Compliance: Yes
Finding: All aspects of the master plan conform to the City's Comprehensive Plan.	
16.125.020. Protective improvements required for topographical hazards.	Compliance: Yes
Finding: See title 18 for protective improvements along critical areas.	
16.125.030. Continuation of existing streets	Compliance: Yes
Finding: See 12.116 Transportation Standards.	
16.125.040. Street jogs	Compliance: Yes
Finding: See 12.116 Transportation Standards.	
16.125.050. General street design requirements	Compliance: Yes
Finding: See 12.116 Transportation Standards.	
16.125.060. Blocks	Compliance: Yes
Finding: See 12.116 Transportation Standards.	
16.125.070. Lot Access Requirements and Restrictions	Compliance: Conditionally
Finding: Mixed Use districts require at least 16 feet of frontage for residential and 50 feet for commercial. The attached homes range in frontage from 20-feet to 25-feet. The detached lots have 40-feet of frontage. The proposed commercial lot has 128' of frontage. As mentioned in title 17, the commercial unit is not located at a street corner and therefore must move to a different lot which also satisfies the 50' frontage requirement.	
16.125.080. Lot Line Angles	Compliance: Yes
Finding: Lot line angles are satisfied.	
16.125.090. Lot Size and Width Requirements	Compliance: Conditionally

Finding: As referenced below in 17.122.030-1 Dimensional and Density Standards, the absolute minimum lot area is 2,000 square feet for residential and 3,000 square feet for commercial use. All lots satisfy this standard. **The proposed commercial lot (live/work unit) meets the minimum square-foot requirement, but since they will need to move this to a street corner, the new lot will need to meet frontage and square footage requirements prior to engineering approval.** There are numerous lots that do not meet the minimum 2,000 square-foot requirement for the attached units. **Prior to engineering approval, re-adjust lots to meet this minimum requirement. This applies to lots 66, 69, 70, 73, 74, 77, 78, 81, 82, 278, 279, 282, 283, 286, 287, 290, 291, 294, 297, 300, 301, 304, 305, 308, 309, 312, and 313.**	
16.125.095 Narrow Lot Standards	**Compliance:** Conditionally
Narrow lots are defined as any lot with less than fifty feet of frontage. Narrow lot developments shall submit development plan at the time of preliminary plat submittal and incorporated into the civil engineering plan set. As an alternative to the narrow lot standards, alley accessed lots may be proposed, in conformance with Table 12.116.040D. See 12.116.040D for all lots accessed by an alley. All other single family lots are subject to the narrow lot standards in this section. The applicant submitted narrow lot plans for review. For items 1-5 see engineering comments regarding utilities. The narrow lot development plans show 361 on-street parking stalls. **Prior to engineering approval, modify parking count per the no-striping conditions listed in title 15.** Since the applicant has provided well over the required minimum for on-street parking, it is reasonable to conclude that the site will still meet on-street parking requirements even with the removal of on-street parking to meet title 15. The preliminary site plan also shows a parking lot to accommodate some of the on-street parking required for the narrow lots. The parking lot is required to meet the design and stall dimension standards listed in BGMC 17.133. **Prior to engineering approval, provide a site plan showing landscape islands, trees, stall dimensions and any other applicable design standards listed in BGMC 17.133.070 and table 17.133-3.**	
16.125.100. Double and reverse frontage lots	**Compliance:** Yes
Finding: Alley access is permitted and does not constitute double-frontage lots.	
16.125.120. Easements	**Compliance:** Conditionally
Finding: All necessary easements shall be conditioned as part of the final plat.	
16.130 Required Improvements and Dedications	**Compliance:** Conditionally
Finding: BGMC 16.130.010 requires that all utility lines be installed underground. A condition should be established to require that all utilities be installed underground and that a note on the face of the plat be provided stating that all public and private utilities serving the development should be underground. The applicant has provided a preliminary utility plan. BGMC 16.130.030 requires that water and sanitary sewer service within or along the frontage of a development shall be extended to the extreme property lines of the development unless the applicant demonstrates to the decision body that such extension is undesirable, impractical or unfeasible. The Battle Ground Engineering Department has determined that the extension of water and sanitary sewer service within or along the frontage of a development to the extreme property lines of the development is desirable,	

practical and feasible and shall be required. BGMC 16.130.030, along with BGMC 13.110 and 13.120 requires water and sanitary service throughout the subdivision. The applicant shall submit engineering plans meeting the following conditions:

- Showing that the water design meets the requirements of Clark Public Utilities and gets approval from them for the water distribution system.
- Water lines shall be extended to the extreme property lines of the subdivision.
- Fire hydrant requirements shall be per City of Battle Ground standards and criteria.
- All sewer lines throughout the subdivision shall be a minimum of 8-inches in diameter, unless modified by the City, and extend to the extreme property lines of the subdivision.
- Showing sanitary sewer infrastructure as conditioned previously in this staff report.

The applicant did provide a preliminary street lighting plan. Per BGMC 16.130.035 lighting plans shall be prepared by a licensed electrical engineer and shall show the necessary minimum lighting levels. A street lighting plan shall be included with the engineering plans to be approved by the city.

The applicant makes no mention of permanent control monuments. BGMC 16.130.040 requires permanent control monuments to be installed at controlling corners of the land being subdivided. The final plat shall show permanent control monuments.

The applicant has provided on the preliminary drawings the roads, which will be dedicated to the City. BGMC 12.116.060 requires this dedication, which will be satisfied with the dedication of the final plat. On-site roads shall be consistent with standards found in BGMC 12.116.040.

The preliminary plat complies with all other criteria listed in BGMC 16.130. The final engineering plans and final plat shall comply with these criteria at the time of approval or recording.

It should be noted that final engineering plans pertaining to transportation, sewer, water, and street lighting for the proposed project shall be submitted for staff review and approval prior to final plat approval. Final engineering plans shall be prepared and stamped by a professional engineer registered in the State of Washington.

5a.	Title 17 Zoning – Attached and Detached Residences	
17.122.020 Permitted Uses		**Compliance:** Yes
Attached and detached single family residences are permitted out right within the mixed-use residential zone.		
17.122-030-1 Dimensional and Density Standards		**Compliance:** Conditionally

Dimensional requirements within the mixed use residential districts shall be in accordance with Table 17.122.030-1.

	MU-R	
	Residential use	Commercial use
Minimum lot area	2,000	3,000
Maximum residential density [1]	22	N/A
Minimum lot frontage	16	50

Minimum residential density		10	N/A
Setbacks	Front yard [2, 3]	10' minimum 20' maximum	0' minimum 10' maximum [3]
	Garage door	20'	
	Side yard	5	0
	Street side yard	10'	0' minimum 10' maximum
	Rear yard	10'	10'
Maximum lot coverage		70%	Note 5
Maximum height [4]		45	45

1. The number of units per gross acre is calculated by averaging the densities of all of the various types of housing provided within the development.
2. For commercial developments within the mixed use residential district, the front yard landscaping strip shall be zero feet in those instances where the building is built at the right-of-way line.
3. Commercial structure facades shall extend to the right-of-way along at least seventy-five percent of the lot line; or commercial structure facades shall extend to within ten feet of the lot line for seventy-five percent of the lot line and the space between the building and the lot line shall be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendors stands, or developed as "stopping places."
4. Building front facade height, as measured from the street grade, shall be no less than eighteen feet in height.
5. Maximum lot coverage shall be determined by compliance with screening and buffering standards contained in Chapter 17.131 BGMC, the parking and loading standards contained in Chapter 17.133 BGMC, the stormwater control ordinance contained in Chapter 18.250 BGMC and all other applicable standards.
6. Refer to Table 17.131-1 for landscaping requirements.

Density

Density is calculated by averaging the densities of all of the various types of housing provided within the development, per footnote 1 above. **Therefore, density for the entire site is looked at in 5a and not referenced in further zoning findings below.**

- Maximum density at 22 units per gross acreage (x 64.97) is 1,429 units.
  - The gross acreage is 64.97 acres per applicant's land surveyor.
- Minimum density at 10 units per net acreage (x 48.56) is 486 units.
  - The total net buildable area is 29.80 acres per applicant's land surveyor.

The proposed project density is 505 units, in compliance with the density range.

The Mixed Use districts require at least 16 feet of frontage for residential and 50 feet for commercial. The attached homes range in frontage from 20-feet to 25-feet. The detached lots have 40-feet of frontage.

There are numerous lots that do not meet the minimum 2,000 square-foot requirement for the attached units. **Prior to engineering approval, re-adjust lots to meet this minimum requirement. This applies to lots 66, 69, 70, 73, 74, 77, 78, 81, 82, 278, 279, 282, 283, 286, 287, 290, 291, 294, 297, 300, 301, 304, 305, 308, 309, 312, and 313.**

A condition will require all buildings to meet setback and height requirements prior to building permit issuance.	
7.106.040 Neighborhood Design standards	**Compliance:** Conditionally
Finding: The City of Battle Ground contains minimum architectural requirements for new home construction. A condition will require all future homes to comply with the requirements of BGMC 17.106.040 at building permit issuance.	
17.106.080 Townhouse development standards	**Compliance:** Conditionally
In addition to the standards required through this chapter or other chapters of this title, the following provisions shall apply to townhouse development: A. Each townhouse shall be located on its own lot of record created through a land division process. B. No more than six townhouses shall be allowed in a single building. C. Townhouses shall comply with the design standards for single-family residences pursuant to BGMC 17.106.040. **Finding: Prior to engineering approval, provide a preliminary plat that shows the building envelopes for the townhomes on site.** There should be no more than 6 in a single building. The preliminary plans satisfy this requirement. Where houses are served by alleys, all garages and on-site parking shall be accessible from the alley and the facade of the house facing the public street shall be designed as the front of the house including, but not limited to, a primary building entrance consisting of inward swinging door(s), porches, windows and pathways to the public sidewalks. For final plat approval add a note stating "houses served by alleys shall have the façade of the house facing the public street as the front of the house including, and shall meet the design standards of 17.106.040B and 17.106.040C." Prior to building permit issuance, townhomes will need to meet the residential design standards listed in 17.106.040.	
17.128.030 Determination of park and open space need	**Compliance:** Yes
Finding: The purpose of this chapter is to assure implementation of the comprehensive parks and open space plan in new development. This area is within "Special Study Area 2" of the City's Parks Plan. This area does not trigger a park requirement, pursuant to this section. **Finding:** The applicant is providing approximately 16.4 acres of open and recreational spaces. The narrative states the applicant is willing to set aside a trail in an easement that will eventually be added in the City's parks and open space plan update. Staff would appreciate setting this aside and discussing this easement during engineering and site plan review for the project.	
7.133.040 Minimum number of parking spaces required	**Compliance:** Yes
Finding: Single-family homes are required to have 2-off street parking spaces per unit. Prior to building permit issuance, submit a plot plan that shows the site can accommodate 2 off-street parking spaces. This can usually be met through a driveway and garage.	
5b. Title 17 Zoning – Apartment Findings	
17.122.020 Permitted Uses	**Compliance:** Yes
Apartments are permitted out right within the mixed-use residential zone.	
17.122-030-1 Dimensional and Density Standards	**Compliance:** Conditionally

Dimensional requirements within the mixed use residential districts shall be in accordance with Table 17.122.030-1.

		MU-R	
		Residential use	Commercial use
Minimum lot area		2,000	3,000
Maximum residential density [1]		22	N/A
Minimum lot frontage		16	50
Minimum residential density		10	N/A
Setbacks	Front yard [2, 3]	10' minimum 20' maximum	0' minimum 10' maximum [3]
	Garage door	20'	
	Side yard	5	0
	Street side yard	10'	0' minimum 10' maximum
	Rear yard	10'	10'
Maximum lot coverage		70%	Note 5
Maximum height [4]		45	45

1. The number of units per gross acre is calculated by averaging the densities of all of the various types of housing provided within the development.
2. For commercial developments within the mixed use residential district, the front yard landscaping strip shall be zero feet in those instances where the building is built at the right-of-way line.
3. Commercial structure facades shall extend to the right-of-way along at least seventy-five percent of the lot line; or commercial structure facades shall extend to within ten feet of the lot line for seventy-five percent of the lot line and the space between the building and the lot line shall be designed as an extension of the sidewalk and committed to active uses such as sidewalk cafes, vendors stands, or developed as "stopping places."
4. Building front facade height, as measured from the street grade, shall be no less than eighteen feet in height.
5. Maximum lot coverage shall be determined by compliance with screening and buffering standards contained in Chapter 17.131 BGMC, the parking and loading standards contained in Chapter 17.133 BGMC, the stormwater control ordinance contained in Chapter 18.250 BGMC and all other applicable standards.
6. Refer to Table 17.131-1 for landscaping requirements.

Finding: The parcel dedicated for the apartment complexes meets the frontage and lot area requirements.

Residential buildings are required to have a setback between 10-20 feet from public and private streets. Building E shows a 10' setback along SW 34th Street and Building A has a 10' setback at SW 31st Street.

Buildings B-D do not meet the 10' setback. **Prior to engineering approval, change the layout for buildings B-D. As mentioned later in this report, parking lots are not allowed to be in the front yard of a building. Change the layout for the buildings to front SR 503 and meet the 10' setback requirement. See sections below regarding more information on layout.**

Prior to building permit issuance, provide elevation plans that meet the maximum height requirement of the MU-R zone an

17.122.060 Mixed use—Design standards.	Compliance: Conditionally

Findings:

A. See 17.106.070 for multi-family development standards.

C. Prior to building permit issuance, submit elevation plans that have pedestrian scale elements. The apartment office's primary building entrance shall face SW 31st Street. The elevation plans should also show compatible facades with the surrounding buildings. See 17.106.070 for multi-family development standards , 17.133 for parking conditions, and 17.131 for landscaping conditions.

17.106.070 Multi-Family Development standards.	Compliance: Conditionally

In addition to the standards required through site plan review or other chapters of this title, the following provisions shall apply to multifamily development:

Finding:

1. The parking lot for the site is located behind Building E. The parking along SW 31st is located to the side of Building A. Buildings B-D have a parking lot located in the front along SR 503. Prior to engineering approval, show that the parking lots for Buildings B-D are located behind or to the side of the building. Prior to building permit issuance, provide elevations showing buildings' west façade shall have additional architectural variety since primary building entrances will not be provided along the state highway.

2. The site plan shows a continuous separated pathway of at least five feet in width to all primary building entrances. Prior to final site plan/engineering approval, show a different paving material (such as scored, brushed, stamped and colored concrete and brick pavers) where pedestrian routes cross driveways or vehicular access aisles.

C-F. Prior to building permit issuance, submit elevation plans that have facade modulation or appropriate architectural treatment at least every twenty-five feet along the length of facades facing adjacent properties or public streets and showing roofline variation. Submit elevation plans for the entire complex showing architectural variations and use of colors to differentiate the buildings. The preliminary plans appear to satisfy this requirement.

G. Prior to final site plan and engineering approval, add the percentage of recreational area for the apartment site. This must be at least 15% of the site plan. The site plan should also include the amenities this area is going to provide, such as play structures or outdoor sport amenities/features.

17.131.016 Parking lot landscape standards.	Compliance: Yes

A-B. See 17.106.040A for parking lot screening requirements along SR 503. The parking lot north of Building A is required to have screening 6-feet in height. While the parking lot east of Buildings B-D is next to residential uses, there is a buffer of an open space/recreational requirement for the apartment which satisfies the screening requirement.

C-D. The site plan shows a landscape island every 7 parking spaces and the proposed trees. The proposed landscape trees Emerald Sunshine Elms, Redpointe Maple, Sterling Silver Linden, and Autumn Gold Ginkgo meet the minimum mature height requirement and will provide moderate shade.

17.131.020 Outdoor storage screening and other standards.	Compliance: Conditionally

Finding: The preliminary site plan shows multiple garbage receptacles. **Prior to final site and engineering approval, provide wall or fence detail meeting the 6' height criteria.** The preliminary landscape plans show trees and shrubs meeting the B3 landscaping component.	
17.131.040 Screening of mechanical and other equipment.	**Compliance:** Conditionally
Finding: Prior to final site and engineering approval, provide approximate mechanical equipment location and screening that meets this requirement.	
17.131.080 Buffer standards.	**Compliance:** Conditionally
Mixed-Use Residential zones are required to have a landscape strip of 10' and the site is required to have a minimum of 10% landscape coverage. Building A and E have a 10' setback and landscape area. There's also a landscape strip along SR 503. The preliminary plans exceed the 10% landscape coverage. **Prior to final site and engineering approval, add the total landscape coverage percentage on the landscape plans.**	
17.131.100 Off-site glare impacts.	**Compliance:** Yes
Finding: Glare shall not directly or indirectly from reflection cause illumination on other properties or on public streets or private streets with permitted public access in excess of a measurement of one footcandle of illumination. The photometric plans submitted with the preliminary application meets this requirement.	
17.133.040 Minimum number of parking spaces required.	**Compliance:** Yes
Finding: Multi-family uses require 1.5 parking spaces per unit. The applicant is proposing 180 units and therefore is required to provide 270 parking spaces. The site plan shows 328 parking spaces, which exceeds the minimum number of parking spaces required.	
17.133.070 Parking lot design standards.	**Compliance:** Conditionally
A. Preliminary site plan shows concrete. B. See 18.250. C. See 17.131.100 D. See 17.131.016 A-B and 17.106.070A. E. **Prior to site plan and engineering approval, provide curb detail for the parking lot. Curbs should be a minimum of four inches high.** F. See 17.131.016 C-D. G. See 17.131.016 C-D. H. See 17.131.016 A-B and 17.106.070A. I. See title 15. K-L. See 17.131.016 A-B and 17.106.070A.	
17.133.100 Parking space and cross aisle design standards.	**Compliance:** Conditionally
Finding: Standard stall dimensions are required to be 20' in length and 9' wide. The preliminary site plan shows parking stalls meet these dimensions. No compact stalls are provided within the apartment complex.	
17.133.110 Bicycle parking standards.	**Compliance:** Conditionally
Finding: Bicycle parking is required for all multi-family developments of fifty units or more. The current site plan does not propose bicycle parking. **Prior to final site plan and engineering approval, provide bicycle parking meeting the criteria listed in 17.133.110 C-F.**	
17.139 Signs.	**Compliance:** Conditionally

Finding: Prior to sign permit issuance, apply for a sign permit application meeting the standards listed in this section. Monument signs located at driveways or intersections will need to also meet the standards listed in 17.135.088.

5c.	Title 17 Zoning – Live/Work Findings

17.122.020 Permitted Uses	Compliance: Conditionally
Live/works are permitted out right within the mixed-use residential zone.	

17.122.050 Mixed use development standards	Compliance: Yes

A. Mixed Use Residential.

1. The intent of the mixed use residential district is to provide a mix of residential and commercial uses within one project and throughout the district. To accomplish this while providing flexibility of design, two development options are offered:
    b. Residential Development (One Hundred Percent)—Commercial Provision. The proposed development shall provide for both residential uses and commercial use(s). The commercial portion of the development may occupy up to a maximum of twenty-five percent of the project site or floor area. When twenty-five percent of the site is dedicated for commercial use, the residential component of the project is allowed to be built out at a density equivalent to one hundred percent of the gross site.

Finding: The applicant is proposing to utilize option 1b, which allows up to 25% of the project site to be dedicated to commercial use. The project is proposing a live/work unit where the ground floor will be commercial use. The live/work unit is less than 25% of the project site and therefore meets this section of code.

17.122.060 Mixed use—Design standards.	Compliance: Conditionally
Finding: The proposed location of the live/work is not at the corner of the intersection of two public streets. Prior to final site plan and engineering approval move the live/work unit to a lot that meets the dimensional requirements of 17.022.030 and is located at the corner of an intersection. Prior to final plat approval, add a note that states this new lot will be dedicated for commercial use. All other sections in this chapter can be met at site plan review, see below. Definition of a corner lot: a lot abutting upon two or more streets at their intersection. (17.103.411).	
17.122 – 17.200	Compliance: Conditionally
Finding: The live/work unit will need to come in for a separate site plan approval and will be subject to the commercial standards outlines in 17.122.060, 17.118.040, 17.131, 17.133, 17.135, and any other applicable sections of the municipal code.	

6.	Title 18 Environmental Protection

18.100-185 SEPA Review	Compliance: Conditionally
Finding: Title 18 of the Battle Ground Municipal Code establishes procedures and policies for implementing the State Environmental Policy Act. In order to be approved, the proposal must meet the requirements of Title 18, SEPA Procedures and Provisions. The applicant submitted a SEPA checklist with the preliminary application. Staff has reviewed the checklist and noted the following mitigating measures: 7. ENVIRONMENTAL HEALTH	

a) There is an existing 75' easement for an existing natural gas transmission pipeline. Staff received a comment stating there's a gas line easement on this property that was not mentioned in this section of the SEPA report. **The applicant is required to obtain any necessary reviews, approvals, and permits from Williams NW Pipeline Company or any other applicable state agencies.**

13. HISTORIC AND CULTURAL PRESERVATION
An archaeological predetermination report was completed by Applied Archaeological Research, Inc., dated October 30, 2020. The report was submitted to the Washington State Department of Archaeology & Historic Preservation (DAHP). The report, based upon field reconnaissance and other investigation, concludes that no further archaeological work is recommended for the project area.

A **condition** is imposed stating that if any cultural resources are discovered in the course of undertaking the development activity, the Office of Archaeology and Historic Preservation (OAHP) in Olympia and the City of Battle Ground Planning Department must be notified. Failure to comply with these State requirements may constitute a Class C felony, subject to imprisonment and/or fines.

All other environmental impacts identified in the SEPA checklist can be fully mitigated by adhering to the City's code, as conditioned for in this report.

Decision:
As part of this land use decision, a Final Determination of Mitigated Non-significance (MDNS) is issued pursuant to WAC 197-11-350. This determination is made utilizing the provisions of WAC 197-11-355, which authorizes an optional process for SEPA with a 14-day comment period to allow for public comments on the determination.

18.250 Stormwater Control and Drainage	**Compliance:** Conditionally

Finding: Based upon the amount of new impervious surface being generated, the proposed project meets the threshold limits of Minimum Requirements #1-9.

The proposed project meets these requirements and therefore requires stormwater control and drainage per applicable standards specified in BGMC 18.250. The applicant shall submit final engineering plans and a hydrology report that addresses the requirements as outlined in Section 4-7 of the City of Battle Ground's Stormwater Design and Construction Requirements manual.

The applicant has submitted a preliminary stormwater plan and preliminary hydrology report for review. It appears that the layout shown on the preliminary plans/report is adequate for the project.

LID BMPs shall be used as applicable per BGMC 18.250.130, 18.250.170 and 18.250.200. Depending on which requirement is chosen by the applicant, LID Performance Standard or List #2, *BMP T5.13 Post Construction Soil Quality and Depth* will be required for this project.

As this is a single-family residential subdivision, the stormwater facility(s) shall be publicly owned and maintain as described in BGMC 18.250.300(F).

The applicant is, per BGMC 18.250.310(A), required that in order to insure satisfactory operation

of new stormwater facilities to maintain it for two years after completion of the project. Prior to final City acceptance of the stormwater facility, the applicant shall submit a two-year maintenance contract for the required stormwater facility for review and approval. As a condition of final plat approval, this two-year agreement shall be recorded with the final plat.

The final plat shall include a note specifying the party(s) responsible for long-term maintenance of the stormwater facilities per BGMC 18.250.310(B)(1). Since the City will be providing long-term maintenance of the stormwater facility, conditions of BGMC 18.250.310(B)(3) shall be met.

All stormwater facilities maintained by the City shall be in a tract per BGMC 18.250.320.

Per BGMC 18.25.350(A), stormwater ponds dedicated to the City shall be fenced. The final engineering plans shall meet this requirement.

The preliminary plat complies with all other criteria listed in BGMC 18.250. The final engineering plans and final plat shall comply with these criteria at the time of approval or recording.

It should be noted that final engineering plans for stormwater control and drainage shall be submitted for staff review and approval prior to building permit issuance. Final engineering plans shall be prepared and stamped by a professional engineer registered in the State of Washington.

Staff received comments from the following citizens regarding stormwater:

1. Mr. Robertson asked the following questions:
    1) There is an off-site low area on parcel 194113082 (Elerding) near the road that collects water during multiple storm events each year. This area appears to be hydrologically connected to the adjacent on-site wetland shown on the applicant's existing conditions plan. How will the City/applicant ensure that the construction of SW 35th Street will not block drainage and worsen this condition?

Responses to citizen comments:

1) The applicant/developer will be required to meet City code and State laws associated with stormwater. The confirmation will be through the engineering review process.

18.260 General Provisions	
Finding: Multiple wetlands, Woodin Creek, geologically hazardous areas, and Oregon White Oaks have been identified on site. The applicant is required to meet this section of the code.	
18.260.115 General Approval Criteria	**Compliance:** Yes
Finding: The applicant submitted a revised Critical Areas Report (February 2021) and Mitigation Plan for review. The mitigation plan describes the project's avoidance and minimization efforts. The site is designed to meet the City's cross circulation requirements and zoning requirements. There are two roads on the City's Transportation Plan that the applicant is proposing to leave as dedicated right-of-way to protect the eastern half of the site. Additionally, the applicant is proposing apartments, attached homes, and using the City's narrow lot standards to maximize density on the western side of the property that has lower quality wetlands. The applicant is proposing close to the minimum density allowed on this site and preserves the higher quality wetlands and habitat area surrounding Woodin Creek. See 18.270, 18.280, and 18.300 for a detailed review regarding each critical area type.	
18.260.120-130 Mitigation and Plan Requirements	**Compliance:** Yes
Finding: The applicant submitted a mitigation plan for review (April 2021), which meets the	

standards listed in this section. See 18.270, 18.280, and 18.300 for a detailed review regarding each critical area type.

18.260.180 Critical Area Tracts	**Compliance:** Conditionally

Finding: Critical area tracts shall be used in development proposals for subdivisions to delineate and protect those contiguous critical areas and buffers listed below that total five thousand or more square feet:

1. All wetlands and buffers;
2. All habitat conservation areas; and
3. All other lands to be protected from alterations as conditioned by project approval.

The onsite wetlands, fish and wildlife habitat is required to be in a separate tract for final plat approval. The final plat should also have a note specifying maintenance responsibilities for either the HOA or developer.

18.270 Wetlands	
18.270.040 Wetland Delineation	**Compliance:** Yes

Finding: The Critical Areas Report delineates 11 wetlands on site and the project has also had the Army CORPS of Engineers and ECY to verify wetland boundaries. These wetlands will be referred to as Wetland A-K. A detailed description of size, category, and buffer is listed in 18.270.090.

18.270.050 Standard requirements	**Compliance:** Conditionally

Finding: A permanent physical demarcation along the upland boundary of the wetland buffer area shall be installed and thereafter maintained. Such demarcation may consist of logs, a tree or hedge row, fencing made only of wood, or other prominent physical marking approved by the director. In addition, signs measuring no more than six square feet in area and no shorter than four feet nor higher than six feet shall be posted at an interval of one per lot or every one hundred feet, whichever is less, and perpetually maintained at locations along the outer perimeter of the wetland buffer as approved by the director, and worded substantially as follows:

—Wetland Buffer—
Please retain in a natural state
BGMC 18.270.050

The signage and fencing shall be installed prior to any land alteration or construction.

Finding: Include a signage plan meeting the requirements above and 18.280.070 prior to engineering approval. Signage along roadways should have a split-rail fence and a sign to protect these areas.

18.270.070 Standards—Buffer Activities	**Compliance:** Conditionally

Finding: Stormwater facilities are allowed, provided the facilities will not degrade the wetland or buffer and are designed to blend with the natural landscape. **The stormwater facility for phase 5 (Tract F) is located within a wetland buffer. Prior to engineering approval, provide a detailed stormwater facility plan that is in compliance with 18.270.070A. If trees are proposed to be taken down, we will need a tree removal plan that shows you are in compliance with 18.270.070 A1 and A2.**

18.270.090 Buffer requirements.	**Compliance:** Yes

Finding: The following is a summary from the Critical Areas Report of the onsite wetland's size, category, and buffer. Staff concurs with the buffers listed in the table meets this section of code.

Wetland	Size (ac.)	Category	Buffer

A	0.04	III	80’
B	0.02	IV	Exempt
C	0.03	III	150’
D	0.40	IV	50’
E	0.09	III	150’
F	0.16	III	150’
G	0.41	III	150’
H	0.11	III	80’
I	0.07	III	150’
J	0.14	II	150’
K	0.03	II	50’

18.270.115-120 Wetland Compensatory Mitigation | **Compliance:** Conditionally

Finding: The applicant submitted a mitigation plan that includes both off-site and on-site compensatory mitigation. The proposed mitigation ratios in the mitigation plan satisfy this section of code.

The applicant is required to obtain any necessary permits and approvals from the CORPS and ECY. Prior to engineering approval, submit proof of purchased credits per the final mitigation plan.

18.280 Fish and Wildlife Habitat Conservation Areas

18.280.040 Fish and Wildlife Habitat Designations

Finding: The site contains 2 Oregon White Oaks, located near Woodin Creek, and has riparian habitats on site which are designated as critical areas under this title.

18.280.050 Buffer designations and widths | **Compliance:** Yes

Finding: The following is a summary of critical areas and their buffer requirements per the table in this section.

Critical Area	Critical Area Desc.	Buffer
Tributary A	Other – Not Listed	50’
Tributary B	Other – Not Listed	50’
Tributary C	Other – Not Listed	50’
Woodin Creek	Corridor along Woodin Creek	100’
Oregon White Oak		NA

All buffers shall be measured perpendicularly outward from the delineated habitat boundary or, in the case of a stream with no adjacent habitat, the ordinary high water mark as surveyed in the field. The preliminary plans show Tributuary A-C to have a 50’ buffer and shows Woodin Creek to have a 100’ buffer, which satisfies this section of code.

18.280.070 Standard requirements | **Compliance:** Conditionally

Finding: Permanent Marking of Buffer Area. A permanent physical demarcation along the upland boundary of the habitat buffer area shall be installed and thereafter maintained. Such demarcation may consist of logs, a tree or hedgerow, wood or woodlike fencing, or other prominent physical marking approved by the director. In addition, signs measuring no more than six square feet in area and no shorter than four feet nor higher than six feet shall be posted at an interval of one per lot or every one hundred feet, whichever is less, and perpetually maintained at locations along the outer perimeter of the habitat buffer approved by the director worded substantially as follows:

—Habitat Buffer—

Please retain in a natural state

Include a signage plan meeting the requirements above and 18.270.050 prior to engineering approval. Signage along roadways should have a split-rail fence and a sign to protect these areas.

A conservation covenant is required to be recorded for this habitat area. Prior to final plat approval, show this critical area in a separate tract and label the tract as a wetland and habitat tract. Add a note on the final plat that refers to the recorded conservation covenant.

18.280.100 Enhancement and mitigation	Compliance: Conditionally

Finding: The applicant is proposing impacts to designated critical areas in this section for roads. The mitigation plan does not address impacts regarding lots 23, 24, and 44. Prior to engineering approval, provide an updated mitigation plan that demonstrates avoidance of the habitat buffer, or adequately addresses impacts if avoidance cannot be met.

The proposal also includes the removal of an Oregon White Oak tree. Prior to engineering approval, provide staff with proof of oak mitigation per the final mitigation plan.

18.300 Geologically Hazardous Areas

Finding: Clark County GIS mapped severe erosion hazard areas, areas of potential instability, and slopes greater than 40%.

18.300.030 Designation and mapping	Compliance: Conditionally

Finding: The applicant submitted a Geotechnical Report, dated October 2020. This report concludes that liquefaction, lateral spreading, fault rupture, and landsides are not considered hazards on this site.

The report mentions that lots adjacent to the steep slopes on sight are set back 30 feet from the top of slope. Prior to engineering approval, provide a plan showing the top of slope and the setback of 30' for all lots along the ravine. In addition to showing the 30-foot setback, staff will need an updated geotechnical report mapping potentially hazardous areas along the east side of the property.

The applicant is required to follow all recommendations of the Geotechnical Report during each stage of design and construction.

18.310 Frequently Flooded Areas

Finding: The area around Woodin Creek, in the SE corner of the site, is designated as a floodway. The project is not proposed within this flood zone and the narrative states that the development is at least 40-feet above the base flood elevation. This chapter is not applicable for this project.

B.	Service Development Charges, Impact Fees, Credits

FE-7, FE-6, and FE-5 are Sanitary Sewer System Development Charge (SDC) credit eligible projects. The General Sewer Plan states the following: FE-7 is estimated to cost $222,000.00 and is 3.38% creditable; FE-6 is estimated to cost $432,000.00 and is 16.67% creditable; FE-5 is estimated to cost $563,000.00 and is 33.39% creditable. Therefore, should the project construct FE-7 then the maximum available SDC credit would be $7,500.00. SDC credits for FE-6 and FE-5 will be based upon length of pipe installed. The applicant will need to provide all receipts and all other information prior to receiving any credits.

C.	Public/Agency Comments
1	**Jean Brady – Northwest Pipeline LLC** – e-mail dated March 11, 2021
Staff received a comment stating there's a gas line easement on this property that was not mentioned in this section of the SEPA report. **The applicant is required to obtain any necessary reviews, approvals, and permits from Williams NW Pipeline Company or any other applicable state agencies.**	
2	**Chris Robertson –** email dated March 17, 2021
Staff sent application packet for review and all concerns were outlined in a later e-mail.	
3	**Department of Ecology** — e-mail dated March 24, 2021
The attached letter references non-federally regulated wetlands, wetland ratings, solid waste management, water resources, and water quality standards. **The project is conditioned to coordinate with Ecology on any necessary review and approvals.** Minimization and Density Comments: The site is at the minimum end of density requirements for this project. They utilized numerous provisions in the code such as different allowed uses and narrow lot standards to develop the western property of the land which has lower functional critical areas. They are required to build out the city's transportation network and meet density requirements, which has led to impacts to critical areas. The GMA concentrates populations of people and their impacts within a city and UGA boundary. We are obligated to account for population increases which is determined during Comprehensive Plan Updates. The site is designated for high density and commercial uses and is consistent with the underlying zone. Additionally, the City's transportation plan calls for 35th Street and Parkway Avenue (southern and eastern boundary lines) to be developed. Instead, we have asked for dedicated right-of-way to continue to protect the eastern half of the property. For more information on wetland analysis, see title 18 of this report.	
4	**Chris Robertson** – email dated March 24, 2021
proposal. I am providing these comments as a board member of the Viewcrest Acres 2 development, which is comprised of 22 single-family residences. Our sole access is NE 184th Street, which is a private road from its point-of-beginning at NE 122nd Avenue. In addition to Viewcrest Acres 2, NE 184th Street serves as the sole access for Viewcrest Acres 1 and multiple short plats. All told, this private road appears to serve as the sole access for at least 58 parcels. Though I do not speak for all of these property owners, the issues that I will present in this letter generally affect all of us equally. As a point-of-information, we did not receive written notice of the pre-app, the land-use application, or the SEPA. We found out about the development via the posted notice on the site. I recommend that the City of Battle Ground include neighboring properties and neighborhood associations in their notice requirements for future developments. **City staff is not required to send notice for pre-applications to neighboring properties. Staff sent a notice of application and likely SEPA determination in the mail. The list of properties that received this notice is exhibit 13.**	

Traffic Study

1. The applicant's traffic study does not appear to have analyzed the intersection at NE 122nd Avenue and NE 179th Street. The signal was analyzed, but not the intersection just to the east. Even if WSDOT approves the direct access to Woodin Creek, it is likely that the majority of traffic leaving the development to head south will utilize the intersection at NE 122nd Avenue/NE 179th Street. There is currently less than 100 feet of left turn storage at the signal before queueing cars will block the left turn movement to head northbound on NE 122nd Avenue. Additionally, the existing geometry of this intersection already presents a hazardous condition to left turn movements heading north to NE 122nd Avenue as they must cut across Caples directly at a 90-degree horizontal curve. Increasing the traffic at these two intersections by orders of magnitude will require improvements for safety.

2. NE 122nd Avenue is not included in the report's summary of transportation facilities on page 6. This road is understood to be a remnant of the prior state route alignment, and has no curb, sidewalk, or lighting. Additionally, the road surface is deteriorating and is exhibiting cracking and early signs of rutting. The western edge of this road provides the pedestrian path connection between the path sections in the WSDOT right-of-way to the north and south.

3. For intersection number 10 at SR-503/NE 179th Street, the growth rate used to calculate the 2025 "without project" traffic volumes appear to exceed the 2% compounded annual growth factor stated in the report. Figure 4 indicates existing PM peak hour traffic volumes of 16, 8, and 116 vehicles (left turn, through, and right turn) heading westbound into the signalized intersection. Figure 5 shows the 2025 "without project" PM peak hour traffic volumes of 49, 11, and 167 vehicles (left turn, through, and right turn). This appears to indicate "without project" background increases of 306%, 38%, and 44%.

   From a layman's perspective, it appears that these numbers are inaccurately high, and it results in a smaller perceived impact from the project. Figure 7 indicates 2025 "with project" PM peak hour traffic volumes of 75, 11, and 167 vehicles (left turn, through, and right turn). It is hard to believe that a project adding over 1,400 people will result in 0 additional through or right turns, and will only increase PM peak left turns by 53% (73/49) while the 2% "without project" background growth is stated to result in an increase of 306%. Can you please clarify if the numbers in these figures are correct, and if so, how is the vast majority of the increase due to background growth? Will the 2020 with project LOS still be a B as stated?

Transportation

4. The proposed street plan indicates replacing the intersection of NE 122nd Avenue and NE 184th Street (private road) with a horizontal curve. The plan shows NE 184th Street coming into the road at a highly skewed angle on the inside of a horizontal curve. This does not appear to provide adequate sight distance in either direction, and will not properly accommodate traffic from the 58 parcels that are served by NE 184th Street. A revised design is needed that will safely accommodate NE 184th Street. The ultimate design should

include an at grade intersection (concrete driveway approach) with proper sight distance and 3-way stop control if warranted.

5. The proposal as shown is dependent on WSDOT's approval of the proposed right-in/right-out access onto SR-503. If that access is not approved, the other two accesses will see significant increase in traffic volumes and decreased LOS. How will the City address a WSDOT denial within the frame of the City's subdivision approval process? Will the City require off-site improvements to NE 122nd Avenue and SW 30th to accommodate the proposed impacts, including pavement life, pedestrian accommodations, lighting, etc.? This will also worsen the left-turn issue discussed above in Item 1.

6. The traffic study indicates that the proposal will generate 3,804 daily trips. SW 34th Street is proposed as a Neighborhood Collector, which by City code is limited to under 2,000 daily trips in residential settings. It does not appear that trip distribution was provided for the development's proposed internal roads. Will the City require that the road classifications be adjusted to reflect the proposed traffic loading?

7. SW 35th Street is proposed as half-street construction without curb, sidewalk, or full pavement width on the south side of the street. The applicant's narrative indicates that the intent of the half street is to meet Battle Ground's requirement for cross circulation to the south. However, the adjacent properties to the south are in Clark County jurisdiction, are currently developed, and have access from a private road. Cross circulation is not needed for access in this instance, as access already exists. Further, the higher density housing proposed in Phase 3 will likely lead to a need for on-street parking, which would not be allowed on the south side of the street if constructed as a half-street. Will the City require the develop to construct SW 35th as a full and permanent street section, or at least provide a curb to eliminate parking off the shoulder?

8. From the preliminary plans, it appears that the proposed SW 35th Street will run parallel to NE 184th Street for almost 1,200 lineal feet at a proposed separation of only 4'-6' between adjacent edges of pavement. This is a unique situation that presents several issues:

    a. There will not be sufficient room for drainage between the two roads. NE 184th Street is a crowned roadway with existing sheet flow/undefined drainage on the north half. How will the City/applicant ensure that the roadway will continue to drain properly?

    b. A potentially dangerous condition will exist where a car traveling westbound on NE 184th Street will have to drive in-between two oncoming cars, one on its left and one on its right. The eastbound car on SW 35th Street will not have any barrier between their lane and the westbound NE 184th Street lane, and when drivers are inattentive the crown of the roads will lead to the cars drifting toward each other rather than away.

    c. There are several mature trees (more than one dozen) adjacent to the existing roadway that provide desirable screening between the existing residences and the proposed project. Is there any way that these trees can be retained? Per BGMC buffer standards, the site is not required to have a landscape buffer along the

southern property line, staff cannot require the applicant to leave the trees. It will be up to the applicant if they wish to leave the trees.

d. There is a concern that the close proximity of these roads will lead to residents of Woodin Creek parking on NE 184th Street. The road is narrow and does not have sufficient width to accommodate parking. We respectfully request that the City require a 6' black vinyl coated chain link fence with black slats along the south property line terminating at the Elerding property) in order to eliminate the potential for parking along NE 184th Street. We are specifically proposing this type of fence in order to achieve the highest longevity and lowest maintenance cost. A wood fence that is not along someone's back yard would likely fall into disrepair much sooner than vinyl coated chain link (vinyl coated because of the adjacent critical areas). This project is not required to provide a buffer between the two properties and staff cannot make them do so. It would be up to the applicant to put in a fence.

9. As mentioned above in Item 2, NE 122nd Avenue is a remnant of the old state highway, and it provides the pedestrian connection for the section from NE 184th Street to NE 179th Street. We are concerned that Woodin Creek residents or guests will park on NE 122nd Avenue and block the pedestrian connection. Will the City request that no parking signs be installed on NE 122nd Street, or require that a pedestrian pathway be delineated with striping or other means? This portion of the trail is located outside of the project area. Staff will be looking to make a trail or shared use path connection along 122nd. This will be added to the parks and trail plan we will work on later this year and it should be in the Transportation System Plan engineering is working on right now. So while we cannot condition them to build the trail connection along SR 503, the city will be looking at making these improvements in the future.

Storm Drainage

10. There is an off-site low area on parcel 194113082 (Elerding) near the road that collects water during multiple storm events each year. This area appears to be hydrologically connected to the adjacent on-site wetland shown on the applicant's existing conditions plan. How will the City/applicant ensure that the construction of SW 35th Street will not block drainage and worsen this condition?

Construction Access

11. There is a concern that the project will utilize NE 184th Street for construction, which will significantly impact the remaining life of the road section. Also, a contractor used NE 122nd Avenue for a recent project on SR-503, which resulted in about a half-dozen tire punctures for our residents. Will the City condition the project to not use NE 184th Street for construction access, and to not use NE 122nd Avenue for staging?

SEPA

12. Section 5 of the SEPA indicates songbirds, mice, voles, rabbits, racoons, opossum, and other indigenous mammals. The Woodin Creek area on the subject parcel is known to have many deer, coyote, and larger mammals as well as eagles, hawks, and falcons. Does this affect the City's SEPA determination? It would be good for the developer to account for some openings for passage of deer and other animals, or perhaps a section of lower fence (4' tall). Also, can the City prohibit chain link fences with twisted selvages and other fence types that might injure animals trying to pass over and through? The SEPA did not mention any endangered animals and the Department of Fish and Wildlife was also sent the application to provide comments, but did not note anything to staff to date. Staff has conditioned this project to add split rail fencing protecting critical areas along roadways. There will also be signs throughout the development stating that these critical areas are to remain in a natural state.

Road Modification

13. The applicant has requested a road modification to end the southern east-west Neighborhood Collector at the top of slope before Woodin Creek. As part of the justification for this request, the applicant states that the neighborhood collector has been designed to provide for an alternate extension and crossing of Woodin Creek by allowing a future tie-in to NE 184th Street. This would involve the City of Battle Ground obtaining right-of-way and taking over our existing private street. Since the street does not meet standards for horizontal or vertical alignments, pedestrian facilities, street lighting, or drainage, it is assumed that the take-over would require significant improvements and impact to the surrounding properties. As a point-of-information, Clark County and Clark Public Utilities have spent the last several years performing a wetland improvements project at the crossing of NE 184th Street and Woodin Creek.

    We feel that it is the developer's burden to meet the City's street design standards, and the proposed alternative to push that burden into our private neighborhood will negatively impact our properties and permanently change the nature of our neighborhood. Everyone south of NE 184th Street lives in unincorporated Clark County, and as such we have an expectation and right to avoid the noise, traffic, density, and other results of full urban living. Will the City state that the proposed alternate to push the Neighborhood Collector onto our private road is not acceptable, regardless of approval or denial of the road modification request?

Engineering responses are located in titles 12 and 18.

III. RECOMMENDATION

Staff recommends **preliminary approval** of the Woodin Creek Station multi-phased development, and final SEPA approval. Based upon the findings and conclusions herein, the criteria for approval have been satisfactorily met, or shall be met with the conditions of approval, and no significant adverse impacts have been identified.

CONDITIONS OF APPROVAL

Prior to Engineering Approval and Final Site Plan:

1. Submit final engineering plans, for review and approval by staff, pertaining to transportation, sewer, water, grading, erosion control, stormwater, driveways, street lighting, and landscaping prepared and stamped by a registered engineer in the state of Washington.

2. Submit final site and engineering plans:

    a. Showing SW 31st Street, SW 34th Street, and SW 6th Avenue shall be constructed to "Neighborhood Collector" standards including sidewalk, planter strip, curb and gutter, and asphalt.

    b. Showing SW 32nd Street, SW 33rd Street, SW 33rd Way, SW 34th Way, SW 1st Place, SW 2nd Place, SW 5th Avenue, SW 6th Avenue (between SW 34th Street and SW 35th Street), SW 7th Place and SW 8th Avenue as "Local 'A'" standards including sidewalk, planter strip, curb and gutter, and asphalt.

    c. SW 35th Street shall be constructed to "Neighborhood Collector" half-width standards along the southern property line, that includes a 34-foot right-of-way, 25-feet of roadway, 4-foot landscape strip and 5-foot sidewalk.

    d. Showing Tracts "G", "I", "Q" and "R" as privately owned, maintained, and constructed to Local "A" Standards per BGMC 12.116.140 for private roads longer than 120 feet and serving 3-4 Lots.

    e. Showing tracts "D" and "L" as privately owned and maintained and constructed to Private Street Standards per BGMC 12.116.140 for streets serving 3-4 lots, 32-foot easement, 30-foot roadway.

    f. Showing a new intersection at SR 503 and SW 34th Street (NE 184th Street) the City's Transportation System Plan (TSP). However, if Washington State Department of Transportation does not approve an access break at this location, then this requirement will be removed.

    g. Containing a combined landscaping and driveway plan.

    h. Showing sight distance and vision clearance triangles.

    i. Containing a signing and striping plan.

    j. Containing a street lighting plan having LED acorn units for all streets.

    k. Showing traffic calming devices on all public streets.

    l. Showing driveways that meet the requirements of BGMC 12.116.243 and 12.116.246.

    m. Showing traffic mitigation at SR 503 & NW Onsdorff Boulevard, Grace Avenue & East Main Street, SR 503 & SW Eaton Boulevard and SW 20th Avenue & SW Eaton Boulevard or indicating that mitigation fees will be paid in lieu of the improvements.

    n. Showing water lines extending to extreme property lines.

o. Showing each residential lot having its own individual water service.

p. Showing FE-7 (10-inch), FE-6 (15-inch), a portion of FE-5 (18-inch).

q. Showing sewer line extending to extreme property lines.

r. Showing each lot having its own individual sanitary lateral.

s. Showing sampling manholes for commercial uses including applicable easement.

t. Showing fire hydrants meeting spacing requirements throughout the subdivision.

u. Showing a stormwater facility that meets the requirements of BGMC 18.250.

v. Showing grading and erosion control in conformance with applicable city standards and standard construction details.

w. Showing how changes in elevation will meet the accessible route requirements (spot elevations, ramp details, parking signage, etc.).

x. Identifying the location of "No Parking – Fire Lane" signage/striping at all access roads. This includes signage at landscape islands/peninsulas, alleys, shared driveway tracts, and turnarounds (cul-de-sacs and hammerheads). Include corresponding sign details for each.

y. Showing the location of the required 26-foot-wide aerial fire apparatus access roads required for all of the 3-story apartment buildings.

z. Revise dimensions and details for hammerhead serving tract G and the cul-de-sac at the east end of SW 31st Street to meet dimensional requirements listed in this report.

aa. Revise spacing and location of fire hydrants to meet requirements listed in this report.

bb. Indicating the location of all striped exterior accessible routes of travel crossing parking lot connecting all multi-family buildings and sidewalks.

cc. Identifying the location of all type-A accessible units on the site plan.

dd. Showing the location of additional accessible parking required for type-A units, leasing office, and building C.

ee. Showing the live-work unit abutting two streets (corner lot) that meets the frontage and dimensional requirements of the MU-R zone.

ff. Showing all residential lots meet the minimum 2,000 square-foot requirement. This applies to lots 66, 69, 70, 73, 74, 77, 78, 81, 82, 278, 279, 282, 283, 286, 287, 290, 291, 294, 297, 300, 301, 304, 305, 308, 309, 312, and 313.

gg. Modifying the narrow lot development plans to show on-street parking counts are not proposed along fire lanes.

hh. Showing the parking lot proposed meets applicable design standards listed in BGMC 17.133.070, table 17.133-3, and meets the curb requirement of 4 inches.

ii. Change the layout for apartment buildings B-D to meet the 10' setback along SR 503.

jj. Showing that the apartment parking lots are behind or to the side of buildings B-D.

kk. Showing a different paving material (such as scored, brushed, stamped and colored concrete and brick pavers) where pedestrian routes cross driveways or vehicular access aisles.

ll. Stating the percentage of recreational area for the apartment site. The site plan should also include the amenities this area is going to provide; such as play structures or outdoor sport amenities/features.

mm. Showing all trash and recycling areas are adequately screened and provide a wall detail meeting the 6' height requirement.

nn. Showing the total landscape coverage on the landscape plan.

oo. Showing the approximate location of mechanical equipment and their screening meeting 17.131.040.

pp. Showing parking stalls to shall be designed at 20' x 9' for standard, and 8' x 15' for compact, or identify how the vehicle over hang can be accommodated without compromising landscaping or sidewalks standards.

qq. The applicant should be aware that the City has standards for noise, glare, vibration, and odor, as referenced in BGMC 17.131.090 to 17.131.120.

rr. Each commercial/apartment site shall submit lighting plan at a scale that is legible.

ss. Showing a B2 landscape buffer is required at the perimeter of parking lots.

tt. Showing apartment site meets parking standards BGMC 17.133.

uu. Providing bicycle parking the meets the requirements listed in 17.133.110 C-F.

vv. Showing a signage plan and detail meeting the criteria listed in 18.270.050 and 18.280.070. Critical area demarcation along roads should show split fencing listed in these sections.

ww. Showing the stormwater facility in phase 5 is in compliance with 18.270.070A. If trees are proposed to be taken down, we will need a tree removal plan that shows you are in compliance with 18.270.070 A1 and A2.

xx. Provide a plan showing the top of slope and the setback of 30' for all lots along the ravine.

3. Provide a Traffic Study Addendum addressing LOS and safety at the intersection of NE 122nd Avenue and SW 40th Street (NE 179th Street) and using correct values for *HCM Platoon* Ratio for intersections along SR 503.

4. Provide a photometric plan shall be done for all access points, intersections, frontage roads out to centerline, and any existing lights to ensure that proposed lights meet IES RP-8-00 standards.

5. Submit a hydrology report that addresses all requirements found in BGMC 18.250.

6. Submit a SWPPP that meets Department of Ecology requirements.

7. Submit a construction cost estimate for required public and applicable private improvements for review and approval by the City Engineering Department.

8. Following the City Engineer's acceptance and approval of the construction cost estimate, pay the required engineering plan review and construction inspection fee that is two (2) percent of the estimated costs of construction.

9. Submit proof of engineering plan approval by Clark Public Utilities for water improvements.

10. Demonstrate compliance with the mixed-use design standards of 17.122.060 during each phase of the project.

11. Coordinate with the Army Corps of Engineers and the State Department of Ecology in acquiring any necessary approvals or permits.

12. Provide an updated mitigation plan that demonstrates avoidance of the habitat buffer, or adequately addresses impacts if avoidance cannot be met.

13. Provide an updated geotechnical report mapping potentially hazardous areas along the east side of the property.

14. Submit evidence of appropriate mitigation for all critical areas on site.

Prior to Construction of the Site:

1. Receive signed and approved engineering plans from the City of Battle Ground.

2. Receive an approved ROW permit from the City of Battle Ground.

3. Submit a surety bond meeting the requirements of BGMC 12.118.110.

4. Submit a Certificate of Liability Insurance meeting the requirements of BGMC 12.118.120.

5. Erect and conduct erosion control measures consistent with the approved Erosion Control Plan and City of Battle Ground erosion control standards.

6. Submit evidence that an individual on-site has successfully completed formal training in erosion and sediment control by a recognized organization acceptable to the City.

7. Conduct a pre-construction conference with City engineering and planning staff. Contact the Engineering Department at (360) 342-5069 to schedule an appointment.

Prior to Creation of Impervious Surface:

1. Except roofs, the stormwater treatment and control facilities shall be installed in accordance with the approved final engineered plans and in accordance with the City of Battle Ground stormwater regulations.

Prior to Engineering Acceptance:

1. Construct all public improvements, if applicable, and go on a walkthrough with City of Battle

Ground Engineering Staff and correct any deficiencies as determined by City staff.

2. Submit a letter, provided by the applicant showing that fire flow requirements per BGMC 15.105.180 and 15.105.190 can be met.

3. Submit to the City of Battle Ground a two-year/20-percent maintenance bond for all completed and accepted public improvements.

4. Submit to the City of Battle Ground a recorded Stormwater Facility Maintenance Covenant meeting requirements of BGMC 18.250.310(B)(2) for review and/or approval.

5. Submit complete sets of as-built drawings for all required public improvements for streets and roads, stormwater drainage and control, sanitary sewer and water services, as applicable prior to the issuance of the occupancy permit for review and approval by the Engineering Department. Upon acceptance by the Engineering Department, submit prior to the issuance of the occupancy permit, one (1) Mylar set, one (1) 11x17 paper sets of As-Built record drawings and one (1) compact disc version of the as-built drawings in AutoCAD, PDF, and TIF formats.

6. Submit recorded sewer easement, if applicable, after being reviewed by City Engineering Staff.

7. If LID improvements are incorporated into the project, provide appropriate stormwater covenants.

8. Provide certification that private streets were built per BGMC 12.116.140.

9. Submit a private maintenance agreement for private streets.

10. Submit a signed Bill of Sale for sewer and stormwater.

<u>Prior to Final Plat Approval:</u>

1. Construct all required public improvements and gain engineering acceptance or provide appropriate bonding.

2. Construct the mitigation measures for the failing intersection of SR 503 & NW Onsdorff Boulevard or pay the mitigation fees of $50,338.53

3. Construct the mitigation measures for the failing intersection of Grace Avenue & East Main Street or pay the mitigation fees of $18,939.47.

4. Construct the mitigation measures, 100-foot eastbound right turn lane and a second westbound left turn lane, for the failing intersection of SR 503 & SW Eaton Boulevard or pay the mitigation fee of $203,932.89

5. Construct the mitigation measures, second southbound left turn lane and receiving lane on SW Eaton Boulevard, for the failing intersection of SR 503 & SW Eaton Boulevard or pay the mitigation fee of $194,660.13.

6. Construct the mitigation measures for the failing intersection of SW 20th Avenue & SW Eaton

Boulevard or pay the mitigation fee of $103,113.00.

7. Record a conservation covenant for the critical areas on the eastern side of the property.

8. Submit a final plat:

   a. That shows easements for public utilities not located in the right-of-way.

   b. Showing critical areas in a separate tract and label the tract as a wetland and habitat tract. Add a note on the final plat that refers to the recorded conservation covenant.

   c. With the following note: "Fences higher than 42-inches will not be allowed in the front yards."

   d. With the following note: "All utilities are to be located outside of the sidewalk section and to be underground where possible."

   e. With the following note: "The City of Battle Ground has no responsibility to improve or maintain the private streets, including streetlights and signs, contained within, or private streets providing access to, the property designed in this development."

   f. With a note describing the maintenance responsibilities of each lot owner for the private streets.

   g. With a note specifying the party/s responsible for long-term maintenance of stormwater facilities.

   h. That shows where any control monuments have been placed.

   i. That shows the dedication of any public roads or alleys.

   j. Demonstrating a minimum of 16' of frontage for all residential lots and 50' for commercial lots.

   k. With the following note: "All new structures shall conform to the setback and building heights of the underlying zoning district."

   l. With the following note: "All households shall conform to the neighborhood design standards as listed in BGMC 17.106.040."

   m. With the following note: "Building permits and impact fees will be calculated and shall be paid at the time of permit issuance."

   n. Add a note specifying maintenance responsibilities for the onsite critical area and open space tracts.

   o. With the following note: "Houses served by alleys shall have the façade of the house facing the public street as the front of the house including, and shall meet the design standards of 17.106.040B and 17.106.040C."

   p. With a note stating that the lot set aside for the live/work will is for commercial use.

<u>Prior to Building Construction:</u>

1. Acquire the required permits as outlined in Title 15 above.

2. Provide documentation that the required fire hydrants have been installed, tested, and approved in accordance with City of Battle Ground engineering standards.

3. All new structures shall conform to setbacks, design, parking, and building height requirements of the underlying zoning district.

4. For the apartment project, provide elevation drawings:

    a. Showing compliance with 17.106.070, multifamily development standards, height requirements, architectural design elements, pedestrian scale elements, and building modulation.

    b. Showing the apartment office's main entrance is off of SW 31st St and meets the required design standards.

    c. Showing compatible building designs with all buildings in the complex.

    d. Showing buildings B-D's west elevation plans have additional architectural variety.

Prior to Certificate of Occupancy:

1. Complete all building and fire permit requirements of the City of Battle Ground Building Division.

Other:

1. If any cultural resources are discovered in the course of undertaking the development activity, Washington State Department of Archaeology & Historic Preservation (DAHP) and the City of Battle Ground Planning Department must be notified.

2. Coordinate any water quality recommendations from Ecology for any necessary reviews or approvals.

3. The live/work unit will need to come in for a separate site plan approval and will be subject to the commercial standards outlines in 17.122.060, 17.118.040, 17.131, 17.133, 17.135, and any other applicable sections of the municipal code.

4. The applicant is required to obtain any necessary reviews, approvals, and permits from Williams NW Pipeline Company or any other applicable state agencies.

5. Follow all recommendations of the final geotechnical report during each stage of design and construction.

6. All signs must go through a formal permit review and approval.

IV. EXHIBITS

Because of the size of the exhibits, they are not included with this report, but listed below. The documents are available for review at the Planning Department, 109 SW 1st Street, Suite 127, Battle Ground, WA, 98604.

Electronic copies: https://cityofbg.box.com/s/4d83184a6wcwj8ct1s0q22kzqta3zqgp

EXHIBIT #	DESCRIPTION	
A	Staff Report and Recommendation dated April 29, 2021	
00	Agenda for May 6, 2021 Hearing	
01	Cover Letter	These Exhibits are contained in the Applicant's Submittal Packet
02	Pre-Application Report	
03	Application	
04	Narrative	
05	SEPA Checklist	
06	Preliminary Plan Set	
07	Public Health Letter	
08	Water Utility Letter	
09	Deed History	
10	Preliminary Stormwater Report	
11	Geotechnical Report	
12	Road Modification Request	
13	Mailing Labels	
14	Traffic Impact Request	
15	DAHP Confirmation Email	
16a	Critical Areas Report	
16b	Preliminary Mitigation Plan	
17	School Bust Letter	
18	Revised Critical Areas Report	
19	Northwest Pipeline Email	
19a	Northwest Pipeline Email – Condition of Approval	
20	Chris Robertson Inquiry	
20a	Staff Response to Chris Robertson	
21	Department of Ecology Email	
21a	Department of Ecology Comment Letter	
22	Chris Robertson Email	
22a	Chris Robertson Comment Letter	
After comment period		
23	Applicant's response to ECY comments	
24	WSDOT Correspondence	

V. APPEAL

The Decision of the Hearings Examiner is appealable to the Washington Superior Court per RCW 36.70C.

VI. PRELIMINARY PLAN

Preliminary Landscape Plan
Preliminary Landscape Plan
Preliminary Landscape Plan
Preliminary Landscape Plan
Preliminary Landscape Plan
Preliminary Landscape Details
Street Lighting Plan - Photometric
Street Lighting Plan - Photometric
Site Plan - Photometric
SW 31ST STREET
SW 32ND STREET
SW 33RD STREET
SW 34TH STREET
SW 35TH STREET
SW 1ST PL
SW 2ND PL
SW 5TH AVE
SW 6TH AVE
SW 7TH PL
SW 9TH AVENUE
SW 10TH AVENUE - SR 503
NE 104TH STREET
SW 6TH AVE
SW 7TH AVE
SW 8TH AVE
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
TRACT A
TRACT F
PHASE 5 STORMWATER FACILITY
TRACT J
MAIN STORMWATER FACILITY
TRACT N
PHASE 4 STORMWATER FACILITY
OPEN SPACE
MONUMENT SIGN